EAST FALSE CREEK INFORMATION REPORT

CITY PLANNING DEPARTMENT

JUNE 1982

ACKNOWLEDGEMENTS

This report was prepared by the Central Area Division of the Vancouver City Planning Department with assistance from The Cumberland Group which researched particularly Sections 2 - 6 of the report, and coordinated the general graphics format.

TABLE OF CONTENTS

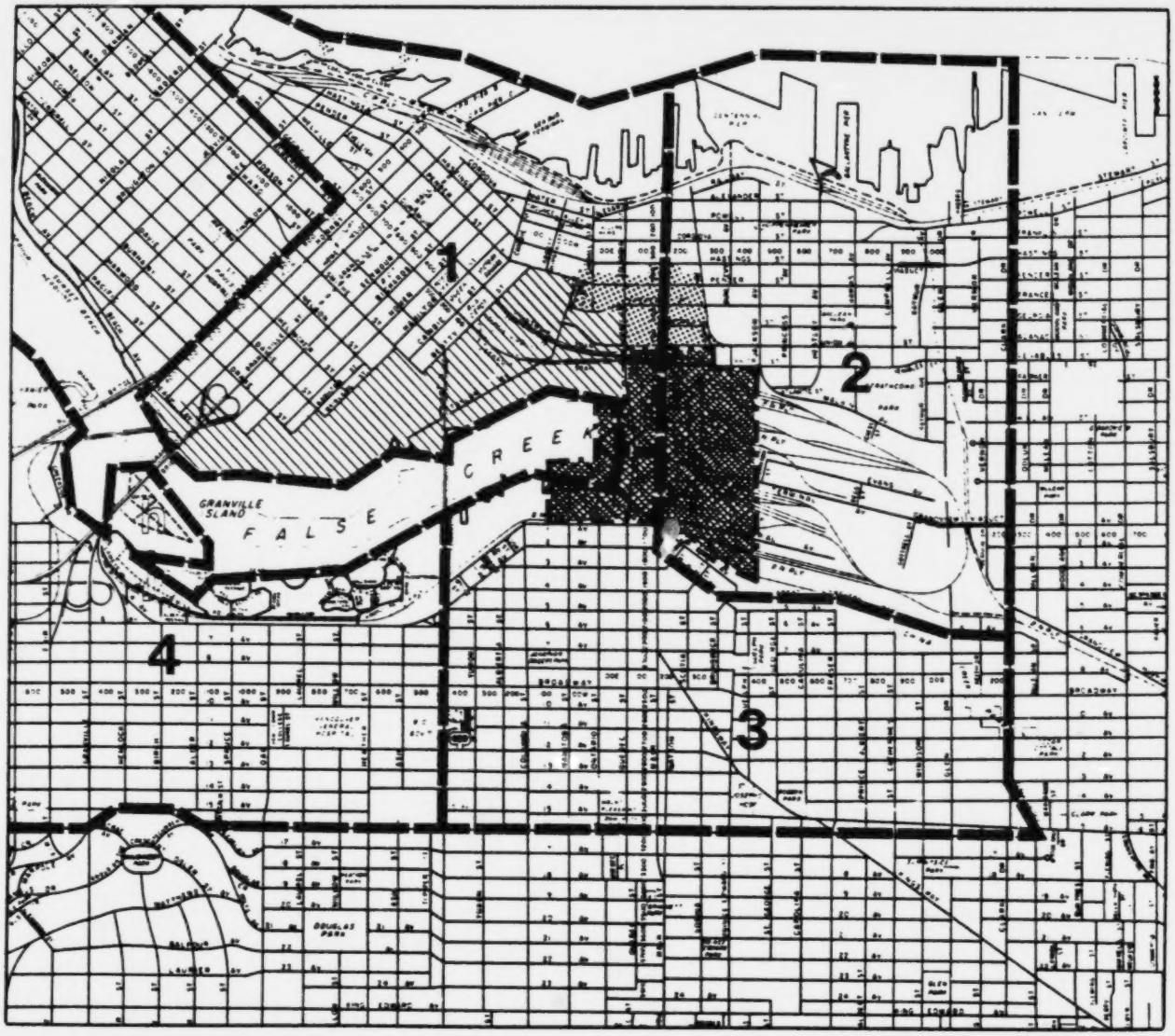
		Page
1.0	**INTRODUCTION**	1
2.0	**EAST FALSE CREEK AND THE DISTRICTS SURROUNDING AND INFLUENCING IT: AN OVERVIEW**	2
3.0	**DESCRIPTION OF THE EAST FALSE CREEK STUDY AREA**	16
4.0	**ZONING IN AND ADJACENT TO THE EAST FALSE CREEK STUDY AREA**	19
4.1	CURRENT ZONING	19
4.2	APPLICATIONS TO AMEND ZONING AND CREATE AREA DEVELOPMENT PLANS	21
5.0	**LAND USE AND EMPLOYMENT IN AND ADJACENT TO THE STUDY AREA**	22
5.1	LAND USE	22
5.2	EMPLOYMENT	26
6.0	**LAND OWNERSHIP AND LEASE PATTERNS IN THE STUDY AREA**	27
6.1	OWNERSHIP	27
6.2	LAND LEASES	28
7.0	**DEVELOPMENT ACTIVITY AND EVOLVING PLANNING POLICIES**	30
7.1	RECENT AND PROPOSED DEVELOPMENT ACTIVITY	30
7.2	EVOLVING POLICIES INFLUENCING EAST FALSE CREEK	32
8.0	**URBAN DESIGN CHARACTERISTICS OF THE STUDY AREA**	42
8.1	CONTEXT	42
8.2	STREET PATTERN	43
8.3	PUBLIC SPACES	44
8.4	PUBLIC VIEWS	45
8.5	BUILT FORM	46
APPENDIX A	ZONING DETAILS	
APPENDIX B	ZONING SUMMARY CHART	

VIEW FROM EAST OF EAST FALSE CREEK AREA

1.0 INTRODUCTION

This document contains relevant factual data and current City policies related to or influencing the East False Creek Study area (see May No. 1 for boundaries). Various redevelopment pressures are now affecting the area. Beginning with the redevelopment of the western part of False Creek for uses mostly emphasizing residential in the early 1970's, the planning future of East False Creek has become more uncertain. However, up until the recent Provincial Government commitments to develop the False Creek Stadium, B.C. Place, Expo '86, and the ALRT system, the City felt that the redevelopment of East False Creek was likely to be some considerable time in the future. This perception was influenced because of land lease commitments extending well into the next century, industrial ownership and use patterns, and significant environmental problems affecting mixed redevelopment. It is apparent now that redevelopment pressures on the area have considerably increased, and that these pressures for change are accelerating. While there are indications of the probable nature of change in adjacent areas, there is no clear picture as to the appropriate nature of change in this area. This uncertainty arises because the study area, over the long term, may be capable of supporting a number of alternative land use scenarios.

This information report represents the first stage of a planning process to complete a comprehensive plan and development guidelines for the area. This will complement other planning work completed or in process for adjacent areas including the north shore of False Creek (B.C. Place lands).



AREA CONTEXT

STUDY AREA

CHINATOWN

BC PLACE

CBD 1

STRATHCONA 2

MT PLEASANT 3

FAIRVIEW 4

MAY 1982

metres

0 500 1000 1500

MAP NO. 1

2.0 EAST FALSE CREEK AND THE DISTRICTS SURROUNDING AND INFLUENCING IT: AN OVERVIEW

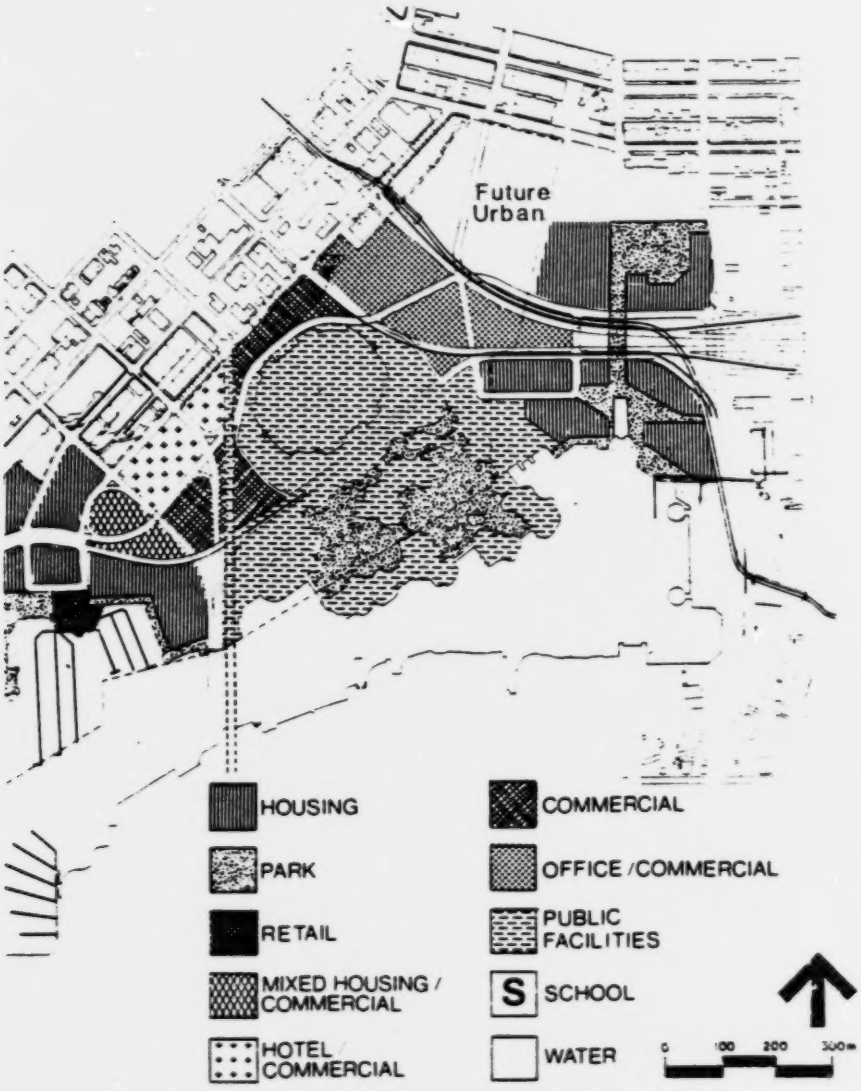
The future of the East False Creek area will be influenced very much by what happens in neighbouring parts of Vancouver. The east end of the Creek is surrounded by several distinct districts, some established and stable, some about to experience major change.

A few of these neighbouring parts of the City will affect East False Creek in a direct way because they are immediately adjacent. These include parts of: B.C. Place, Strathcona/Chinatown and Mount Pleasant. Other nearby areas will affect East False Creek indirectly because they are not immediate neighbours but still exert some influence. These include the Central Business District, Fairview/False Creek South and Central Broadway.

Because East False Creek shares edges with so many distinct and different character areas in the City, sorting out the future of the east end of the Creek requires understanding how a fairly large part of Vancouver is taking shape.

The purpose of this section of the report is to provide an overview of present conditions and possible future changes in the areas surrounding East False Creek. The information presented includes: land use, development trends, transportation patterns and City policy.

BC Place Draft Concept Plan (East End False Creek)



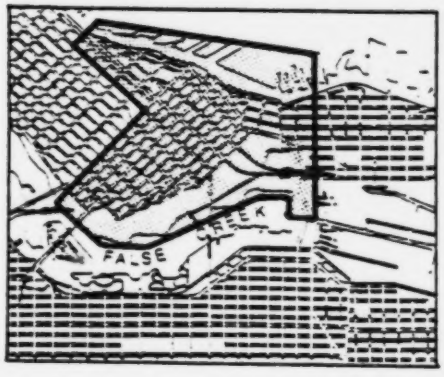
The Central Business District (CBD) is bounded by Burrard Street, Georgia Street, Main Street, Burrard Inlet and False Creek. Because of recent and proposed changes in the eastern portion of the CBD, this area could have a substantial effect on the future of East False Creek.

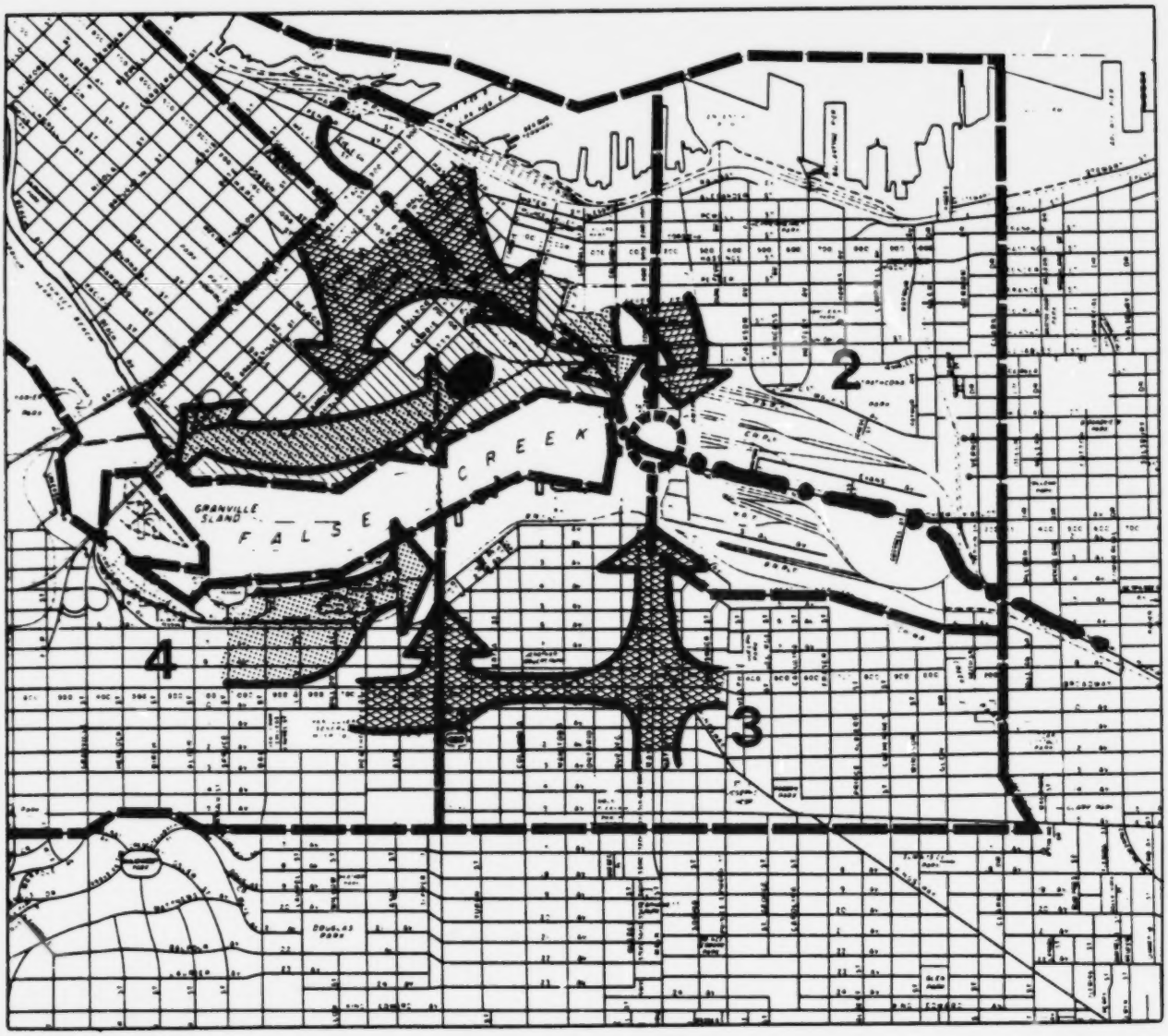
Adjacent to the southeastern part of the Downtown Peninsula is the 200 acre B.C. Place proposal, running along the edge of Downtown from the Burrard Bridge to Chinatown. Due to its size, B.C. Place will influence and link Downtown, Chinatown/ Strathcona and the lands at the eastern end of False Creek.

The concept plan for B.C. Place is now being prepared and is the subject of negotiations between the City of Vancouver and the Crown Corporation of B.C. Place. Major land uses will include housing (7,500 to 12,000 units), commercial space (3.2 million to 7.7 million square feet) and public uses such as parks, exhibit/ entertainment facilities and the stadium. The development program will probably span a 20 year period.

Within its eastern neighbourhood area (east of the Cambie Bridge), B.C. Place has proposed the development of up to 3.0 million sq.ft. of office space between the Viaducts north of the stadium, up to 3,000 units of high density housing located north and south of the Viaducts, neighbourhood park areas totalling about 10 acres and a "Provincial Park" precinct of about 35 acres containing open space and public institutional uses next to the stadium. As well, an 11 acre "Future Urban" unspecified use area north of the Viaducts, next to Chinatown, may likely also be proposed for further major office commercial development. Of particular relevence to this study is the high density housing enclave proposed immediately adjacent to the East False Creek study northern boundary, on the waterfront side of Quebec Street.

CENTRAL BUSINESS DISTRICT AND B.C. PLACE





REDEVELOPMENT PRESSURES

ALRT Line

COMMERCIAL

RESIDENTIAL

Main St.
ALRT Station

STADIUM

BC PLACE

CBD 1

STRATHCONA 2

MT PLEASANT 3

FAIRVIEW 4

MAY 1982
metres

0 500 1000 1500

MAP NO.2

The southeastern part of the Downtown Peninsula is in transition. Right now the main retail and office core stops at Seymour Street. East of this boundary the Peninsula has been developed with small office buildings, institutional uses (such as the Post Office, Queen Elizabeth Theatre, and CBC building) and industrial uses (such as the Yaletown warehouses). But this area is changing. Buildings in Yaletown are being converted to office, retail and residential uses. New high density office development is being proposed (such as the 300,000 square foot project at 423 W. Georgia Street) and Block 56, the federal site, has again surfaced as a potential project in this area. These changes suggest that the office and retail core is beginning to shift eastward, in addition to its traditional westward expansion and its more recent growth south toward the Courthouse complex.

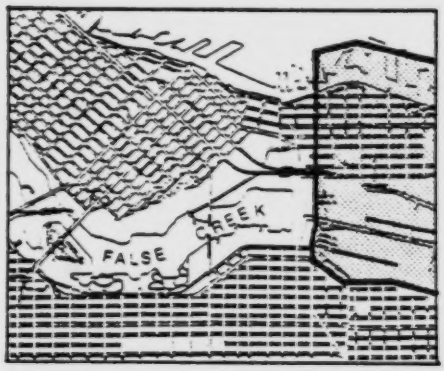
These developments will have a significant influence on East False Creek. The eastern portion of B.C. Place (in both the City and the B.C. Place proposals) will introduce housing, parks and public amenities into an almost entirely industrial area. The eastward shift of the core will make East False Creek seem much closer to Downtown. The introduction of ALRT service will put East False Creek just two station stops away from the heart of the Central Business District, again increasing its perceived closeness to the core.

These changes may tend to make East False Creek a potential development area for residential, office, hotel and other uses that have sought sites in near-core locations, similar to activity now happening in the area around the existing office and retail core.

VIEW OF EASTERN PORTION OF STRATH-CONA INDUSTRIAL AREA LOOKING WEST FROM TERMINAL VIADUCT

The City's Local Area boundaries define Strathcona as the area enclosed by Great Northern Way, Clark Drive, Main Street and Burrard Inlet.

STRATHCONA/CHINATOWN



This is a large area that includes some more commonly familiar smaller districts including: Chinatown; the residential community called Strathcona; and the industrial areas along Great Northern Way and Clark Drive. Part of the East False Creek study area is inside the Strathcona local area boundary. The whole area had a 1976 population of 9,800, living in 2,400 households. About 58% of the households were family and 42% were non-family.

Chinatown

Chinatown is one of Vancouver's best known and well-established character areas. Development is mainly small scale and includes retail, service (many restaurants) and residential. While there are some new projects in Chinatown, no major changes are likely to happen in the area. This is because Chinatown is protected by special zoning (HA-1) designed to ensure the protection, restoration and maintenance of the area's historical, architectural and cultural character. Mixed use development emphasizing retail but including other uses such as office and residential is encouraged. The existing retail core in Chinatown is expected to expand towards the southern and western parts of the area zoned HA-1. This trend is likely to be accelerated by proposed B.C. Place development plans. The viability of residential development in Chinatown is likely to be improved by B.C. Place proposals for major residential development north of the Viaduct, adjacent to Chinatown.

Strathcona Neighbourhood

This residential community is immediately east of Chinatown. This area has experienced a residential rehabilitation program that has resulted in general neighbourhood improvements and stabilization. There have been some recent housing developments (SITES C & D), and there are some traffic concerns related to the Georgia Viaduct and stadium, but generally the area is not expected to change much.

There will probably be some increased potential for development in Strathcona/Chinatown due to B.C. Place proposals and the eastward migration of the Downtown core.

Industrial Areas

The industrial portions of Strathcona are mainly the area bounded by Great Northern Way, Prior Street, Main Street and Clark Drive, and the area between Hastings Street and Burrard Inlet. Large industries include Finning Tractor and the CN and BN Railway yards.

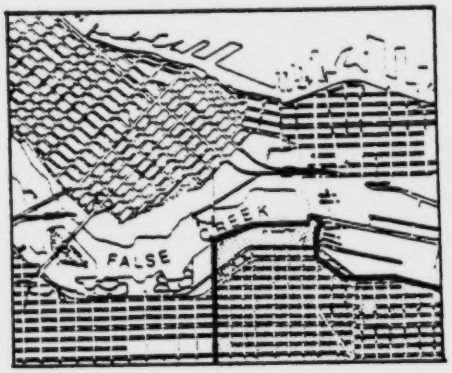
Just across the western boundary of Strathcona, (Main Street) are more industries which are inside the East False Creek study area. These include Lafarge Cement and Sauder Industries. Canron Steel, another significant heavy industry, is located just outside the western boundary of the study area.

The City's current policy for these industrial areas is to maintain existing uses and discourage office uses other than those related to an industrial operation. The Main Street corridor has some exceptions to this policy, as much of the frontage is developed with service and retail outlets including restaurants, gas stations and auto repair shops.

The railway station which is operated by Via Rail, will remain as the only passenger rail terminus for Vancouver.

VIEW LOOKING WEST OF FALSE CREEK WATER-FRONT (MOUNT PLEASANT AREA PORTION) FROM THE FOOT OF ONTARIO STREET

MOUNT PLEASANT



Mount Pleasant is the Local Area immediately south of Strathcona, so it is the southern neighbour of the East False Creek study area. Mount Pleasant's boundaries are Cambie Street, False Creek, Great Northern Way, Clark Drive and 16th Avenue.

This area has four distinct sub-areas. The Broadway and Main corridors are mostly developed with retail, service and office uses. South of Broadway is an entirely residential neighbourhood, with mainly single family houses and conversions. North of Broadway, east of Main is a multi-family residential area. North of Broadway west of Main is a mixed industrial area, with some limited commercial uses.

The residential area of Mount Pleasant had a 1976 population of 19,200 (in 8,900 households). There was an even split of family and non-family households, and the majority of the population was adult. The residential areas have been experiencing some density increases (due to conversions and townhouses), but most neighbourhoods are likely to remain relatively stable and relatively low density. 1981 preliminary census figures indicate an approximate 10% growth in population for the residential area north of Broadway, east of Main, just south of the study area.

There is a local area planning program underway. Planning policies have been adopted to improve the general amenity of residential areas and some assistance programs have been put in place to facilitate improvements.

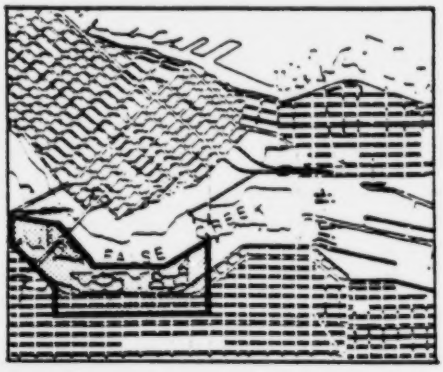
The industrial part of Mount Pleasant bordering False Creek (also known as F.C. Area 5) includes Sauder Industries, which manufactures plastic parts and wood products, and Canron Steel,

which fabricates metal products. Both of these firms are on land leased from the City; Sauder's lease expires in 1988 and Canron's expires in 2006. Sauder has recently applied for an extension. Also in the industrial part of Mount Pleasant is a belt of mixed light industry between 2nd Avenue and Broadway. There are no major new developments planned in this area, but there is no indication of pressure to change to other uses, either. Present City policy is to preserve industrial uses and actively discourage other uses, particularly office space not related to industry. Therefore it would appear that East False Creek has a relatively stable neighbour to the south. The one major short term uncertainty is what will happen to the Sauder lease, which expires in 1988. If the lease is extended to 2006 as suggested in a recent staff report, that property will probably be redeveloped for industrial uses. The extended lease, and the long lease on the Canron site, lying immediately to the west, would probably ensure an industrial presence on the south shore of the East End of False Creek for at least another 24 years. If the Sauder lease is not extended the Sauder site would become a candidate for redevelopment to other uses in about 6 years.

Although the south side of False Creek east of Cambie is likely to remain industrial for some time, policies have been adopted to improve public access to the waterfront along the industrial frontages. The City considers the planning goal of a public waterfront walkway around the entire Creek to be a high priority. Recent industrial lease renewals have included provision for public walkway easements to facilitate the future construction of this desirable public amenity feature.

This area is not adjacent to East False Creek. It lies to the west and so has less influence on the study area than the immediate neighbouring areas do. However, there are trends in Southside False Creek/Fairview that influence nearby Mount Pleasant and, indirectly, also East False Creek.

SOUTHSIDE FALSE CREEK/FAIRVIEW



Fairview has evolved from an older single family residential district, fringed on the north by light industry, to a medium density residential and office district. Many single family sites have been redeveloped with apartment or townhouse units, and industrial buildings along 6th Avenue are being renovated or redeveloped for office use.

North of Fairview is False Creek South, one of Vancouver's major urban redevelopment areas in which a large industrial district has been completely replaced by multi-family housing and some commercial space. This redevelopment will continue east, to include the Johnston Terminals site, but the Cambie Bridge will probably be the eastern boundary of redevelopment for some time. The area west of False Creek South, including Granville Island, is also experiencing some redevelopment as residential and office uses are replacing some older light industry.

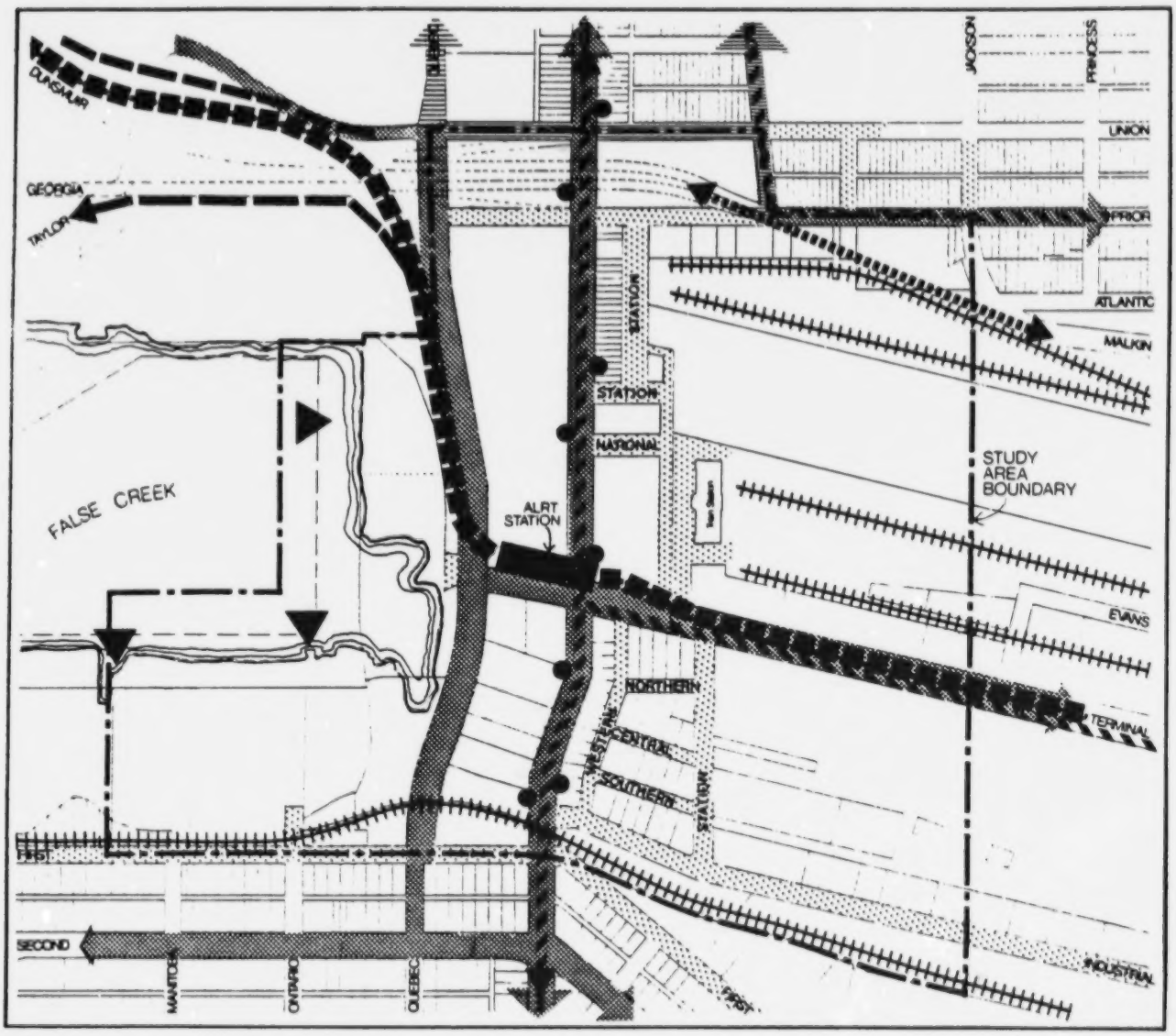
Current City policy is to complete the development of the area primarily for mixed residential use, as per the FCCDD Zoning O.D.P. The Johnston Terminals development proposal for 700 housing units (Area 6, Phase 3) will be the final phase in the entire south side residential area redevelopment plan for the FCCDD zoned area. East of the Cambie Bridge the present industrial uses are likely to remain for some time, as discussed in the previous section.

What are the implications for the East False Creek Area?

The entire north side and much of the south side of the Creek are, or will be, redeveloped with new uses, particularly housing, to higher densities. The south side east of Cambie and the east end of the Creek sit between these two areas, presenting several choices: maintain the edges between the new development and industry where they are (i.e. north of the study area); establish new boundaries within the study area; develop the study area as a buffer zone between industry and the new development; or, utilize a combination of the above.

The presence of a navigable waterbody, the continuing existence of significant industrial activity in False Creek east of the Cambie Bridge; and the presence of viable industrial areas to the south and east suggest that the development of the East End of False Creek for residential, office, hotel and other near-core activities may not be inevitable. The influences on this area are such that its most appropriate role might be as a buffer/interface between uses that would otherwise be incompatible.

In contrast to the high likelihood of change in the B.C. Place/ Eastern Downtown area, adjacent areas of Strathcona/Chinatown and Mount Pleasant could by and large be relatively stable neighbours of East False Creek because of planning policy. Within the study area, the area next to Main Street seems to be most affected by development pressures. This corridor contains some sites that are not industrial, some that are vacant, some that have leases ending in the next few years. All the sites in this corridor will be affected by the introduction of ALRT service.



EAST FALSE CREEK AREA

TRANSPORTATION

MAY 1982

metres

0 50 100 200

ARTERIAL

SECONDARY

LOCAL

BUS STOP

ALRT

PROPOSED ROAD LINK

APPROVED FUTURE ROAD

EXISTING BARGE ACCESS

RAILWAY LINES

MAP NO.3

TRANSPORTATION OVERVIEW

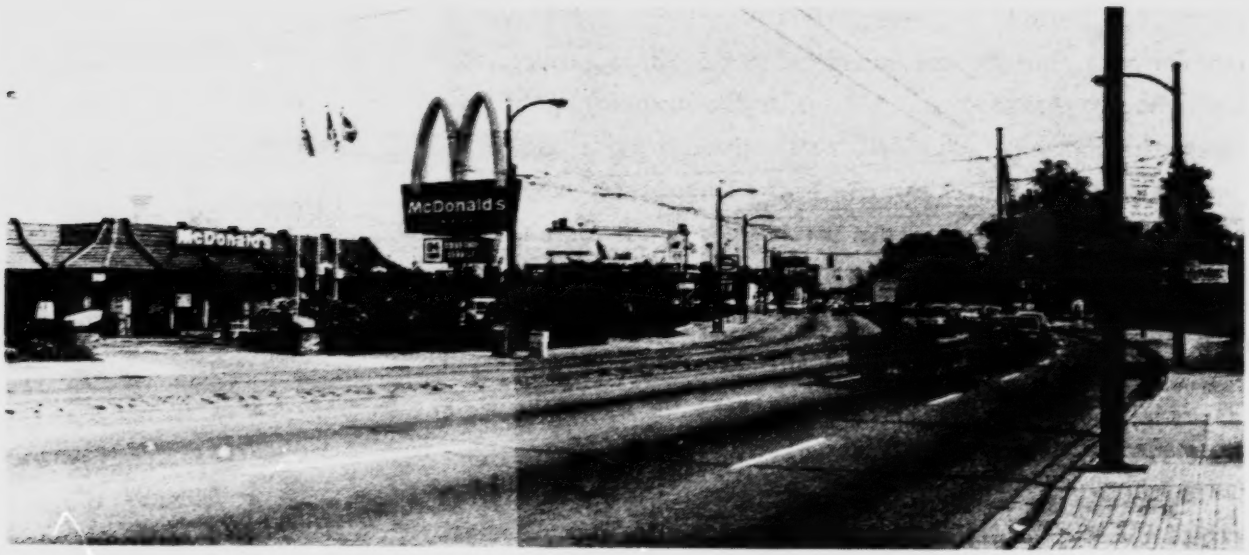
Street Traffic:

Map 3 shows the existing street traffic system hierarchy within and around East False Creek, and identifies the major arterial traffic and transit routes through the area. Within the study area, the three major traffic streets consist of Main Street and Quebec Street, running in a north-south direction, and Terminal Avenue, running east-west and ending at Quebec Street, adjacent to the False Creek waterfront area.

Present traffic volumes are extremely high and near capacity particularly on Main Street. With anticipated B.C. Place and Stadium traffic these volumes are expected to increase substantially. Present peak hour traffic flows for the Main and Terminal intersection - the busiest one in the study area - are approximately 3,300 vehicles/hour two way total on Main Street in the morning rush, and 3,600 vehicles/hour two way total in the afternoon rush period. If Quebec Street is included, these present maximum rush hour figures would be increased to about 5,000 vehicles/hour. As soon as 1983, with the completion of the Stadium development, additional traffic through the area will be generated before and after events. In the longer term, when B.C. Place is fully developed on the north side of the Creek, it is estimated that approximately 1,500 additional vehicles/hour will be generated in the rush hour periods. This is based upon an assumption that transit will handle an estimated 60% of person trips, leaving existing streets to take care of the rest, using private automobiles.

North of the study area, within the B.C. Place site, improvements are planned to the "South Bypass" section of the overall roadway system, which will see a split roadway completely developed by 1986 north and south of the Georgia Viaduct, joining to Quebec

VIEW LOOKING NORTH ON MAIN STREET TOWARDS MAIN AND TERMINAL INTERSECTION AND ALRT STATION/OVERPASS LOCATION



Street on the east end, and thence south to Terminal and Second Avenue.

Although Main Street is presently close to capacity, some additional capacity exists on both Quebec Street and Terminal, and should be sufficient to accommodate future traffic increases without additional pavement widenings. With major redevelopment planned for the area, there may also be a need to provide additional local streets for access to particular development sites.

Bus Transit:

Main Street is the major bus transit corridor at the present time (Prior, Gore and Terminal also have some bus routes). However, with the completion of the ALRT system by 1986, changes may be made to achieve a better interface between the local bus and ALRT system. This could involve provisions for "short-turning" buses at the Main and Terminal location, special bus pull-off bays, and perhaps additional use of other streets such as Quebec Street and Terminal Avenue for new routes. The bus system will be extensively modified to better serve the ALRT stations, although there have not yet been any decisions on specific changes.

Advanced Light Rail Transit (A.L.R.T.):

The ALRT line will be built during 1982 - 1986. This first segment will run from the Seabus station through Downtown, East Vancouver, Burnaby and end in New Westminster. There will be a station at the northwest corner of Main and Terminal. The next stations to the west are at the stadium and in the Downtown. The next station to the east is at Broadway and Commercial.

VIEW NORTHEAST
FROM FOOT OF
ONTARIO STREET
SHOWING EAST FALSE
CREEK WATER AREA
USES AND BARGE
FACILITIES

Coming from Downtown, the ALRT route will cross the southern edge of the station site at Main and Terminal. Then it will cross Main Street (above grade) and Thornton Park and run east, elevated above the existing median of Terminal Avenue.

The introduction of ALRT service to East False Creek will increase the area's development potential and be a strong catalyst for land use changes. Being one stop from the Stadium and two from downtown will link East False Creek to downtown, making it "closer" than it is now. This will increase the potential of many sites in the area, particularly those in the vicinity of the station, to attract uses that seek near-core locations.

Water-Based Transportation:

As indicated on Map 3 several existing industrial uses at the east end of the Creek use barges for moving materials by water. Within the study area, these include the Lafarge Cement sand and gravel dock facility situated just south of the Carrall Yards property boundary, and the Johnston Terminals barge operation situated at the foot of Ontario Street. Adjacent to the western boundary of the study area Canron Steel has a small barge docking slip. Also the City of Vancouver's Engineering Department operates a barge facility immediately east of the Connaught Bridge; and Johnston Terminals operates one to the west. The latter is expected to discontinue operations in the near future. All of these operations use City-owned waterlots for barge access to leased on-shore sites.

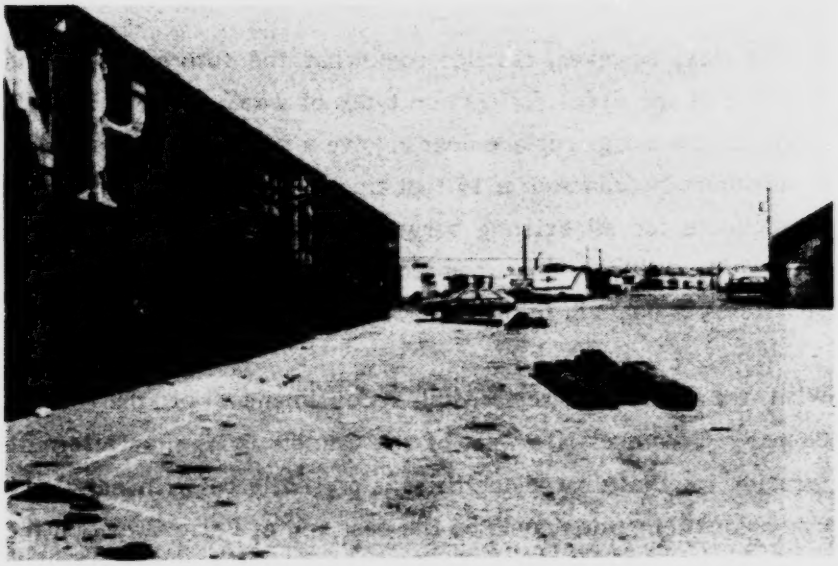
False Creek is ideally suited for this function, as it is relatively well protected from wind and currents, and is not subject to some of the jurisdictional problems that exist on the Burrard waterfront and other locations. The planned replacement of the Cambie

Bridge may, however, restrict somewhat the future use of the east end of the Creek for certain types of water traffic. Present proposals for bridge replacement involve a fixed centre span, with a maximum clearance at a 15 foot tide of 46 feet. This clearance is adequate for all existing barge users of the Creek, but may somewhat restrict the transportation of higher clearance structures or boats in future.

With the imminent residential redevelopment of the former Johnston Terminals site west of the Cambie Bridge, an alternate location for these barge facilities is presently being investigated. One relocation option could be the east end of False Creek on the City-owned south shore land. A proposal has been recently submitted to the City by Johnston Terminals to use the waterfront part of the existing Sauder Industries leased lots for a further lengthy period of time, so that a major new barge dock and warehousing facility could be developed at this location. Anticipated capital investment in this project would be in the order of $4 - 5 million, thereby requiring a long-term lease to justify this heavy expenditure.

When the western part of the Creek is totally developed for residential and recreational purposes, the recreational boat traffic use of the water, both west and east of the Cambie Bridge, may increase. The future compatibility of small boat and barge traffic on the Creek may require special planning policies and guidelines. Present federal marine policy does not restrict use of the Creek for recreational purposes by small boats (ie. dinghys), but these craft must obey federal navigation laws applying to barge traffic within the navigable water channel. Present City policy states that east of the Cambie Bridge the water area is to be reserved, in the long term, as a non power boat environment.

VIEW LOOKING EAST OF BURLINGTON NORTHERN RAILYARD



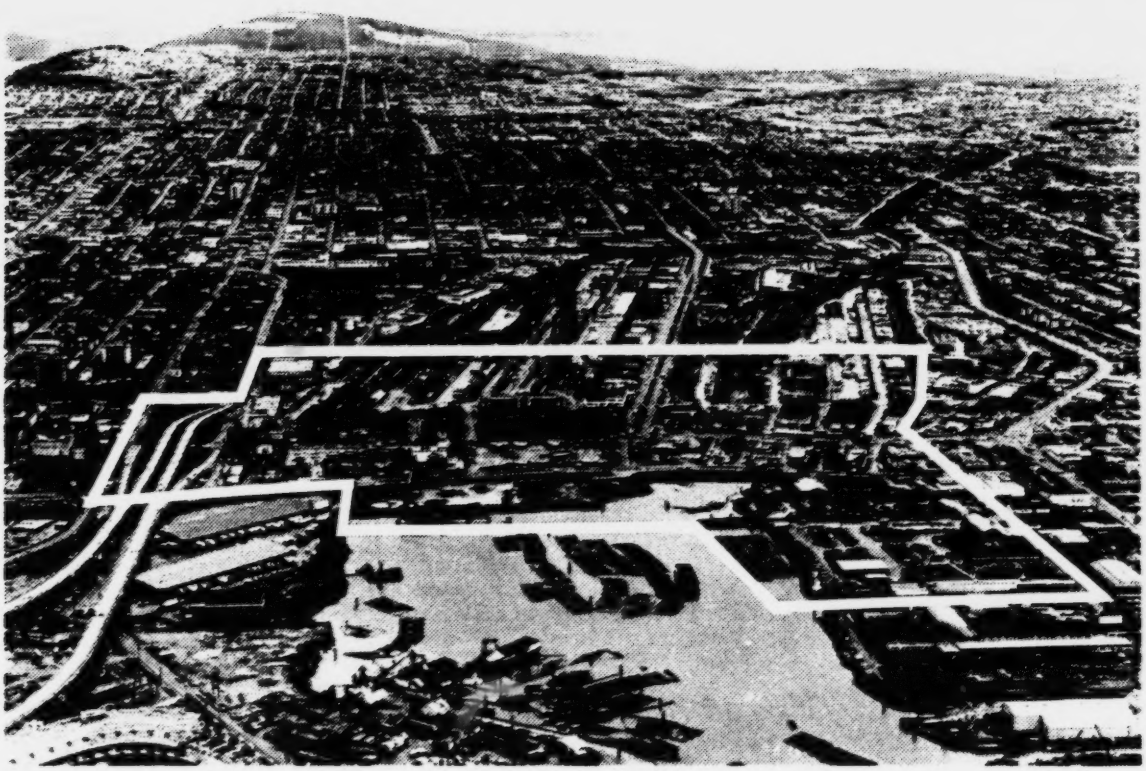
VIEW LOOKING NORTH ON MAIN STREET, SHOWING EXISTING B.N.R. GRADE LEVEL CROSSING

As part of the B.C. Place development concept, some proposals have been made for future water taxi or ferry service within the False Creek basin. Such a service could possibly provide good connections to the east end of the Creek from other public amenity waterfront areas nearby.

Rail Transportation:

The area is served by a major concentration of both passenger and freight rail facilities concentrated in the eastern part of the study area (generally east of Station Street). Major goods movement and freight forwarding functions are facilitated by the Burlington Northern and Canadian National Railyards and related inter-modal rail-truck interchanges. Warehousing and wholesale produce distributors along Prior Street are serviced by B.N.R. trackage extending east behind Malkin Avenue. As well, the B.N.R. has a spur line connection south of Industrial Avenue across Main Street, which provides service to industrial users on the south side of False Creek along First Avenue as far west as the Cambie Bridge, where it connects into the C.P.R. owned False Creek line. When the Kitsilano Trestle is removed because of B.C. Place development, this rail connection along the south side of False Creek will be more important as rail link between these present users and the international rail system. B.C. Hydro presently has a rail track right-of-way just west of Quebec Street, for providing service to the Carrall Yards, but this is expected to be removed when the Carrall Yards are relocated to clear the site for use by Expo '86 and, later, B.C. Place.

Passenger rail service is concentrated at the former C.N. Station, now operated by Via Rail Canada. Levels of passenger rail service have been somewhat reduced recently, with the elimination of some Via Rail routes, but may be increased in future as rail technology and efficiency of use improves.



VIEW FROM WEST OF EAST FALSE CREEK AREA

3.0 DESCRIPTION OF THE EAST FALSE CREEK STUDY AREA

East False Creek is not entirely defined by firm boundaries or crisp edges. Parts of this area at the end of the Creek are inside the boundaries of Strathcona and Mount Pleasant; other parts of the area are "what's left over" outside the boundaries of surrounding, well-defined districts. This East False Creek area, that has not been sufficiently dealt with in previous planning for surrounding areas, needs to be defined by the things that set it apart:

Definition of study area boundaries:

The northern edge is clearly marked by the boundary of B.C. Place's ownership, the Georgia Viaduct and Prior Street, which separates residential and industrial areas.

The Chinatown HA-1 commercial area north of Union Street and the Strathcona residential area north of Prior Street have not been included, as they both have relatively well-established planning policies and zoning already in place.

The western boundary is defined by the extent of City ownership lots on False Creek and by existing leasing patterns on the south side of the Creek.

Industrial properties west of the Sauder Industries lease boundary have not been included in this study because of their longer-term leases (i.e. Canron until 2006) and relatively fixed use patterns (i.e. City Works Yard). Only the eastern part of the existing industrial area has been included in the study because it is considered important to focus the main emphasis of the study on the eastern end of the Creek, and in particular, the Main/Quebec

VIEW FROM SOUTH OF EAST FALSE CREEK AREA

Corridor area. These areas, because of thier proximity to B.C. Place, Expo '86 and the A.L.R.T. system, are subject now to the greatest development pressures and require urgent planning attention. It is felt that to include the entire industrial south side of the Creek in the study would both lengthen the study period and deflect somewhat its concentration or priority. Planning issues created in part by the major public development projects currently underway.

It is recognized, however, that the entire south side of the Creek (F.C. Area 5), constitutes a planning area of geographical and functional industrial use consistency at the present time. The study, therefore, will give due consideration to this important influence on possible development options for the eastern end of the Creek.

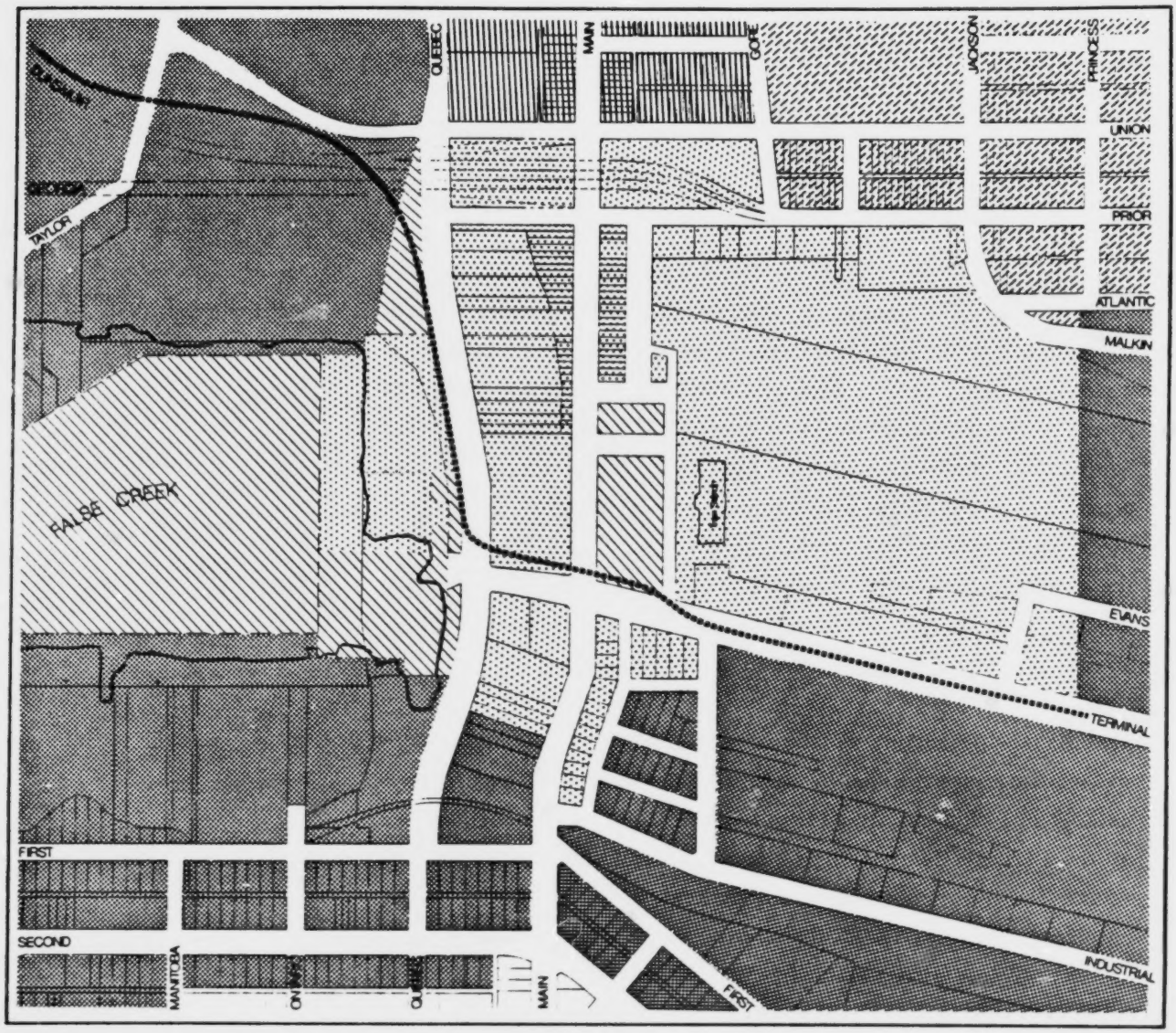
The southern edge is drawn along First Avenue to include the larger industrial sites north of it that border False Creek and to exclude the smaller-site mixed industrial and commercial uses south of it, part of the Mount Pleasant Local Area Study. This keeps the study area concentrated on sites that have a stronger potential for transition, or redevelopment for other industrial uses, related to False Creek.

The eastern side is not as "clean" as others. The mixed commercial/industrial uses along Main Street are obviously in the area of concern, as are sites east of Main that will be influenced by ALRT service. The railyards are a long-term use that form an eastern edge, so the study area boundary includes a portion of them, to a line approximately three blocks east of Main Street.

Physical Description of Area:

The Topography, consisting of filled land areas of the former False Creek water basin, is entirely flat. Significant natural features are few, but include the remaining east end False Creek water body and shoreline west of Quebec Street, and the dominant presence of the mature trees in Thornton Park, centrally located adjacent to Main Street. On the north, the Georgia Viaduct provides a strong visual and physical barrier between Chinatown/ Strathcona and the study area. Because the area is situated at the major eastern approach to the downtown and False Creek it is split up into various development parcels by the major arterial streets of Main, Quebec and Terminal running through it.

The visual appearance of the area is somewhat spotty, inconsistent and characterized by vacant land, untidy storage and open parking lots, and industrial structures dominating the skyline such as the Lafarge Cement mixing tower. The C.N. Station building facing Thornton Park provides a central visual focus and unique architectural identity to the area. Apart from the one block section of Main Street south of Prior, which has a consistency of form created by the 3-4 storey older masonry buildings, the overall streetscape form lacks continuity and special character. Most buildings in the area are generally 1-2 storeys, used for industrial warehousing and manufacturing purposes. The planned elevated ALRT line will in future create a strong physical impact on the streetscape, particularly at the Main and Terminal intersection and along the False Creek waterfront.



EAST FALSE CREEK AREA

CURRENT ZONING

MAY 1982

metres

0 50 100 200

M-1

M-2

RS-1

RT-3

HA-1

MAP NO. 4

4.0 ZONING IN AND ADJACENT TO THE EAST FALSE CREEK STUDY AREA

4.1 CURRENT ZONING

As shown on Map 4, the two major zoning categories in the East False Creek study area are M-1 (Light Industrial District permitting densities up to FSR = 5.0) and M-2 (Heavy Industrial District which allows densities up to FSR = 5.0). There are also two small pockets zoned RS-1 (One Family Dwelling District) including the Thornton Park area and a small portion of False Creek waterfront at this foot of Terminal Avenue.

Chinatown is located just north of the study area and it is covered by a special historical area zoning category, HA-1. On the northeast, the Strathcona RT-3 (Two Family Dwelling District) abutts a portion of the study area.

The area adjacent to the eastern edge of the study area is zoned M-2 (Heavy Industrial District).

The area adjacent to the southern boundary is zoned M-1 (Light Industrial District) and M-2 (Heavy Industrial District).

The western boundary of the study area is parallel to the east end of False Creek. Allowable uses within False Creek are controlled by City policy and by Federal policy which is implemented by the National Harbours Board (N.H.B.) On the landward side of the Harbour Headline development and use of False Creek is controlled by the Canadian Coast Guard, under the Navigable Waters Protection Act and the National Harbours Board, under the National Harbours Board Act. A working agreement exists between the N.H.B., the Coast Guard and the Federal

Environmental Protection Agency. The N.H.B. and the Coast Guard pass all development applications to the Envirnomental Protection Agency which in turn passes the applications to the appropriate Departments. In the case of False Creek, these departments would probably be Fisheries and Ocean Canada and Environment Canada.

Development and use of the landward side of the Harbour Headline is also controlled by municipal zoning and a general City policy that there be no net filling of the water area. The east end of False Creek on the land side of the Harbour Headline is currently zoned M-1, RS-1 and M-2.

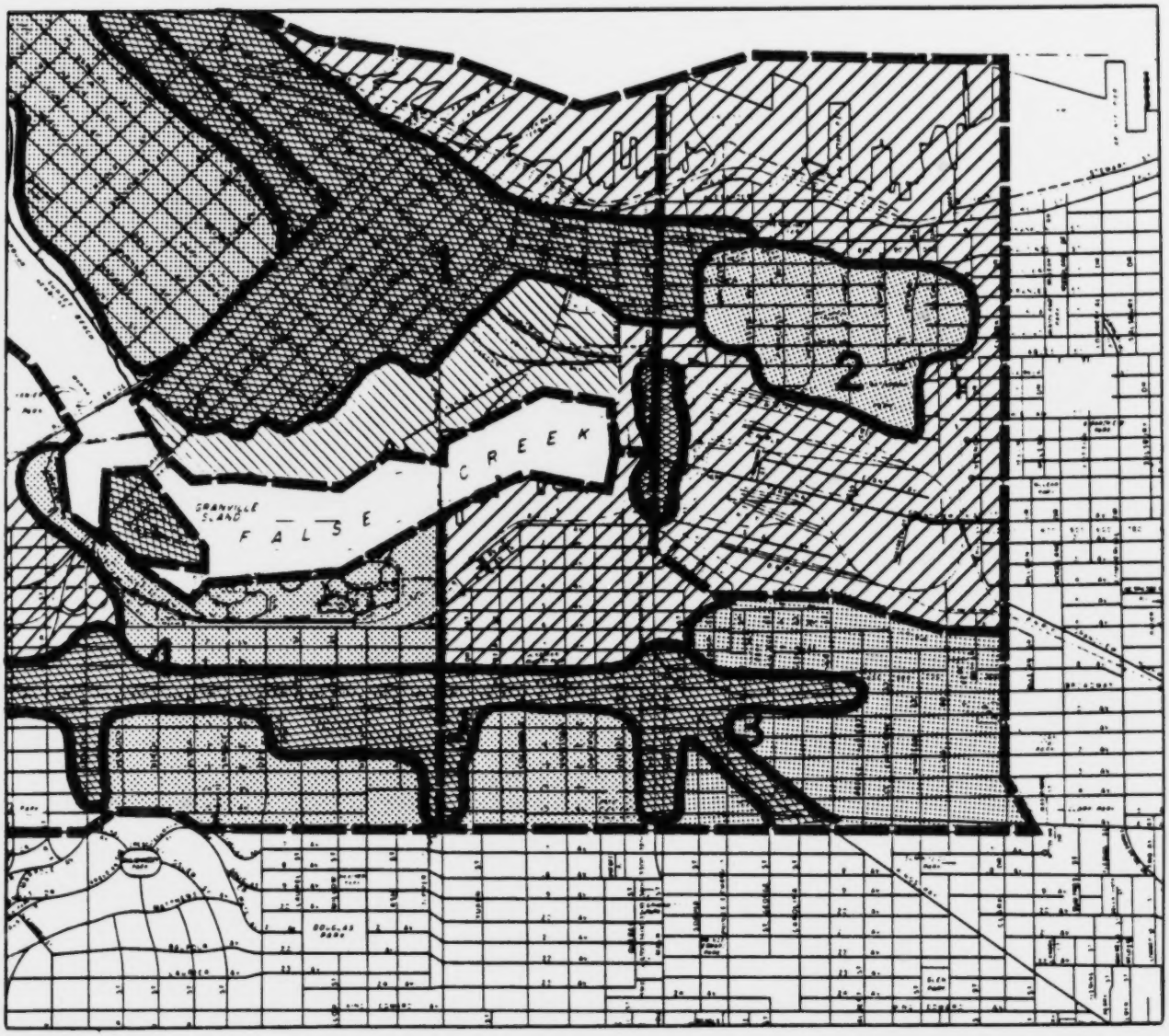
On the channel (water) side of the Harbour Headline, no development activity is permitted. However, application for an alteration of the Harbour Headline can be made to the N.H.B.

A full description of the outright and conditional uses allowed in each zoning category in the East False Creek Study area is provided in Appendix A.

A tabulated summary chart of the most common outright and conditional uses of various zoning categories within and adjacent to the study area is also included as Appendix B.

4.2 APPLICATIONS TO CHANGE ZONING OR CREATE AREA DEVELOPMENT PLANS

Between January 1979 and March 1982, there were no applications for rezoning of sites in the study area or any sites adjacent to the study area. Nearby, however, in 1981 an Area Development Plan was established for the Johnston Terminals site which is about ¼ mile west of the western boundary of the study area. The Area Development Plan allows the development of 700 dwelling units and a warehouse facility. This did not represent any change in City policy but was part of the detailed implementation of the False Creek O.D.P. approved several years before. Minor amendments to the A.D.P. for the Johnston Terminals site have just been approved (following a public hearing) on May 18, 1982. The first phase of development including approximately 300 residential units is expected to be under construction by June, 1982.



GENERAL LAND USES

COMMERCIAL

RESIDENTIAL

INDUSTRIAL

BC PLACE

CBD 1

STRATHCONA 2

MT PLEASANT 3

FAIRVIEW 4

MAY 1982

metres

0 500 1000 1500

MAP NO.5

5.0 LAND USE AND EMPLOYMENT IN AND ADJACENT TO THE STUDY AREA

5.1 LAND USE

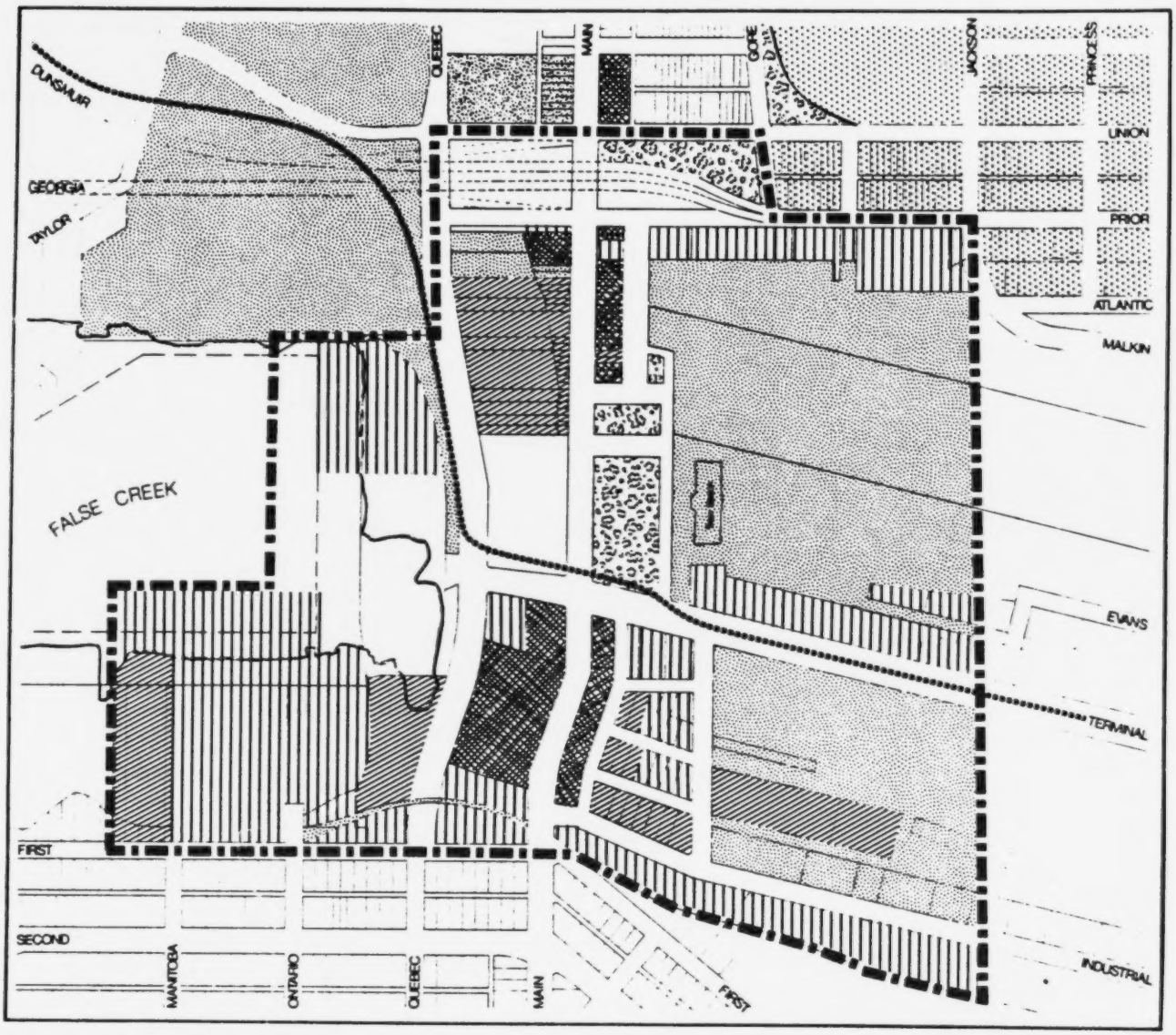
The current land uses in and adjacent to the study area are shown in Maps 5 and 6.

Land Use adjacent to the Study Area:

The land uses adjacent to the east, southeast, south and southwest edges of the study area are primarily industrial. The north, northeast and northwest boundaries of the study area are adjacent to Chinatown, the Strathcona residential neighbourhood, B.C. Hydro's Murrin Sub Station, U.T.A.'S Carrall Bus Terminal, and B.C. Hydro's Carrall Yard Rail/Truck Interchange. The sites occupied by the U.T.A. and B.C. Hydro Carrall yards are included in the Expo 86' grounds and therefore the U.T.A. and Hydro operations are expected to re-locate elsewhere, probably by 1984.

The industrial areas adjacent to the study area are characterized by a mix of: small and medium size light industries, and large scale industries. Most of the large industrial users are located to the east or southeast of the study area. These large users include: Finning Tractor and Equipment, a major manufacturer and a distributor of equipment; Canada Packers, a meat packing and distribution plant; CN, a major transportation company which also has trucking, rail and distribution facilities in the study area; and large warehouse operations for users such as Malkins and American Can of Canada.

The major industrial user immediately to the west of the study area is Canron Steel, a metal fabricator. Other Industrial users to



EAST FALSE CREEK AREA

LAND USES

MAY 1982

metres

0 50 100 200

RESIDENTIAL

COMMERCIAL

PUBLIC UTILITY

WHOLESALE/STORAGE

MANUFACTURING

PARK/OPEN SPACE

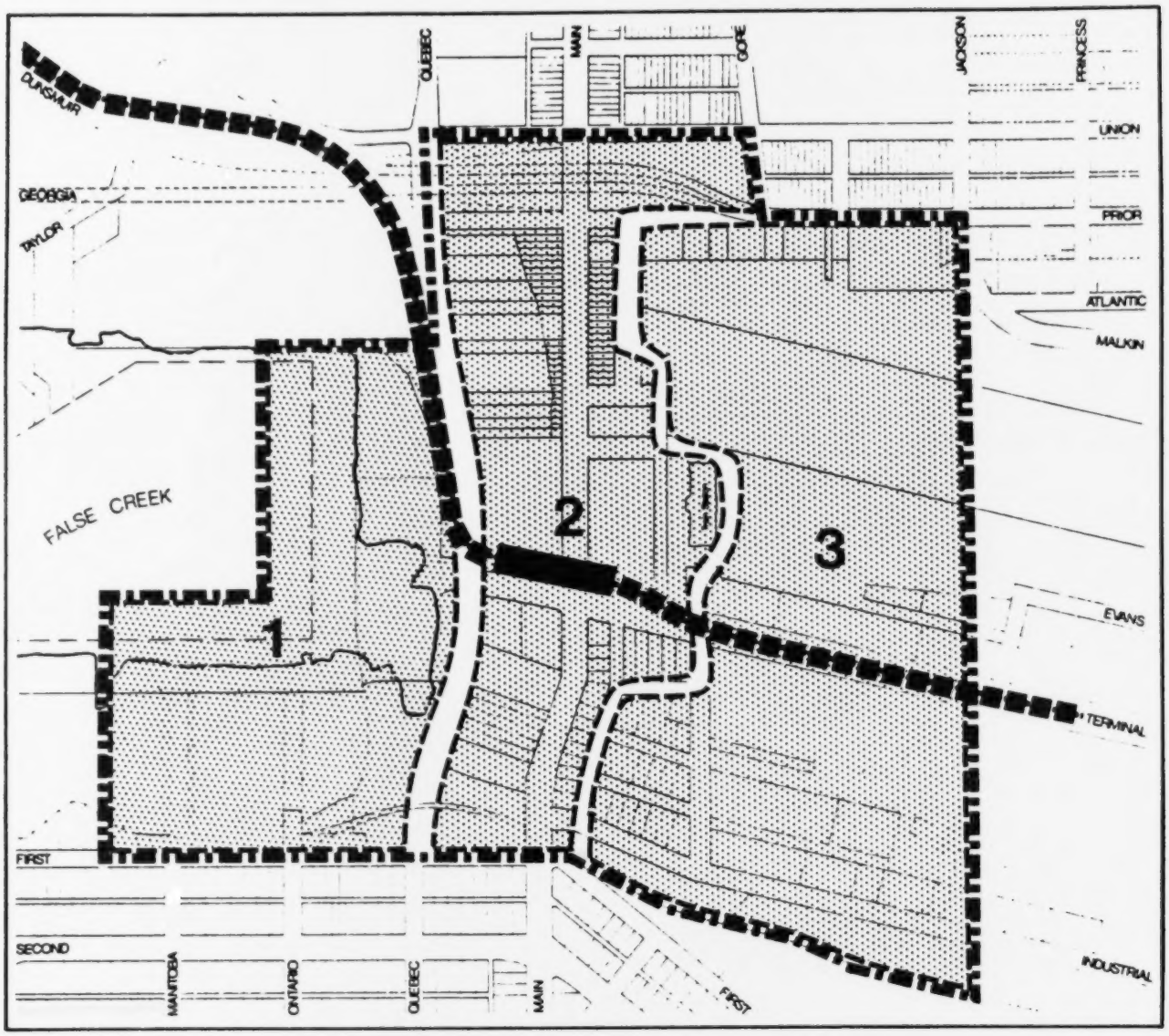
TRANSPORTATION

VACANT

MAP NO.6

the west of the study area on the south side of False Creek (Area 5) include Egmont Towing, a tugboat and barge transportaion operation; Transocean Industries, a metal products warehousing facility; and the City Works Yard next to the Cambie Bridge.

False Creek, which is the western edge of the study area is currently used for log storage, barge transport operations, and recreational uses (generally west of the Cambie Bridge). Use of the Creek for log storage will probably stop when Bay Forest Products relocates in 1983, as a result of B.C. Place development on the north side of the Creek.



EAST FALSE CREEK AREA SUB AREAS

MAY 1982

metres

0 50 100 200

FALSE CREEK WATERFRONT 1

MAIN-QUEBEC CORRIDOR 2

TERMINAL-STATION SECTOR 3

MAP NO. 7

Land Use inside the Study Area:

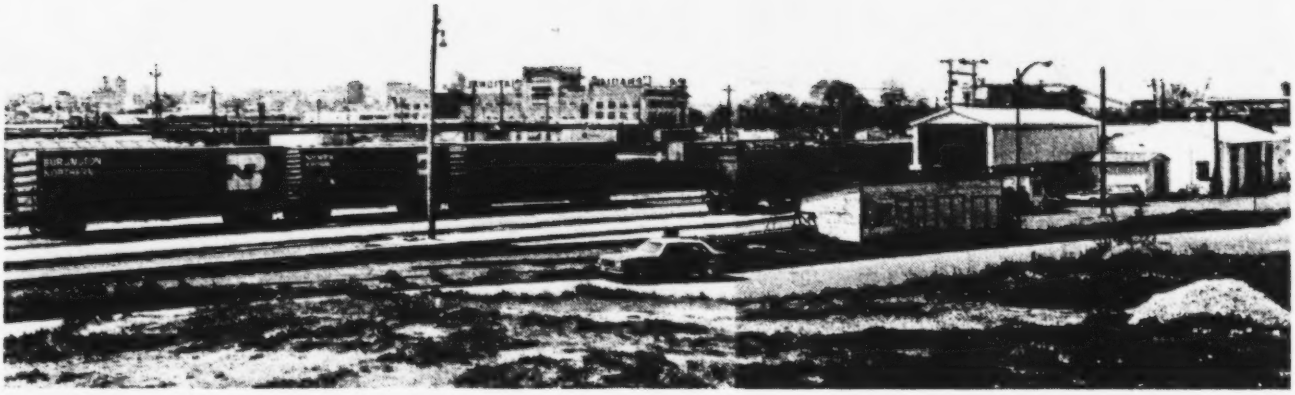
3 SUB AREAS

Inside the study area there are three general subareas with different land use characteristics. These are: the False Creek Waterfront on the west, the central Main/Quebec Corridor and the Terminal/Station Sector on the east. All subareas include a mix of large and small scale uses. The Main/Quebec corridor includes a mix of service/commercial outlets, industrial uses and a park. The eastern and western subareas are primarily industrial in character.

On the west, the False Creek Waterfront is used for a variety of industrial purposes including various materials storage areas (sand and gravel, lumber, metal products), a paper recycling operation and the Sauder finished wood products plant (manufacturing and wholesale storage facility). It should be noted that this subarea has a very strong relationship with the waterfront properties on the south side of the Creek lying between the western boundary of the study area and the Cambie Bridge.

The largest single uses in the Main/Quebec corridor include: the Lafarge Cement plant; Thornton Park; the CN Station which is the western terminus for the Via Rail passenger service; and a vacant site that is temporarily being used for truck storage but which is designated to be partly occupied by an ALRT station. The smaller scale uses (which cover about half of the land area along the corridor) primarily include: service/commercial outlets such as restaurants, fast food outlets, pubs and old hotels; and auto related retail/service operations such as automobile (Volvo) sales, gas stations, and tire sales.

Within the eastern Terminal-Station Sector sub-area the largest single users (which cover most of the land area) include: the BNR



VIEW OF BURLINGTON NORTHERN RAILWAY YARDS LOOKING SOUTHWEST FROM MALKIN AVENUE

and CNR rail yards which are used for freight car storage and rail/truck interchanges; Coast Carloading of Canada which is a freight forwarder; CN's freight forwarding operation; International Harvester, a truck retailer; Service Packing Co. Ltd., a food packager and distributor; and A-1 Steel which is a metal foundry. Other smaller land users in this subarea tend to be primarily storage/distribution/light manufacturing oriented.

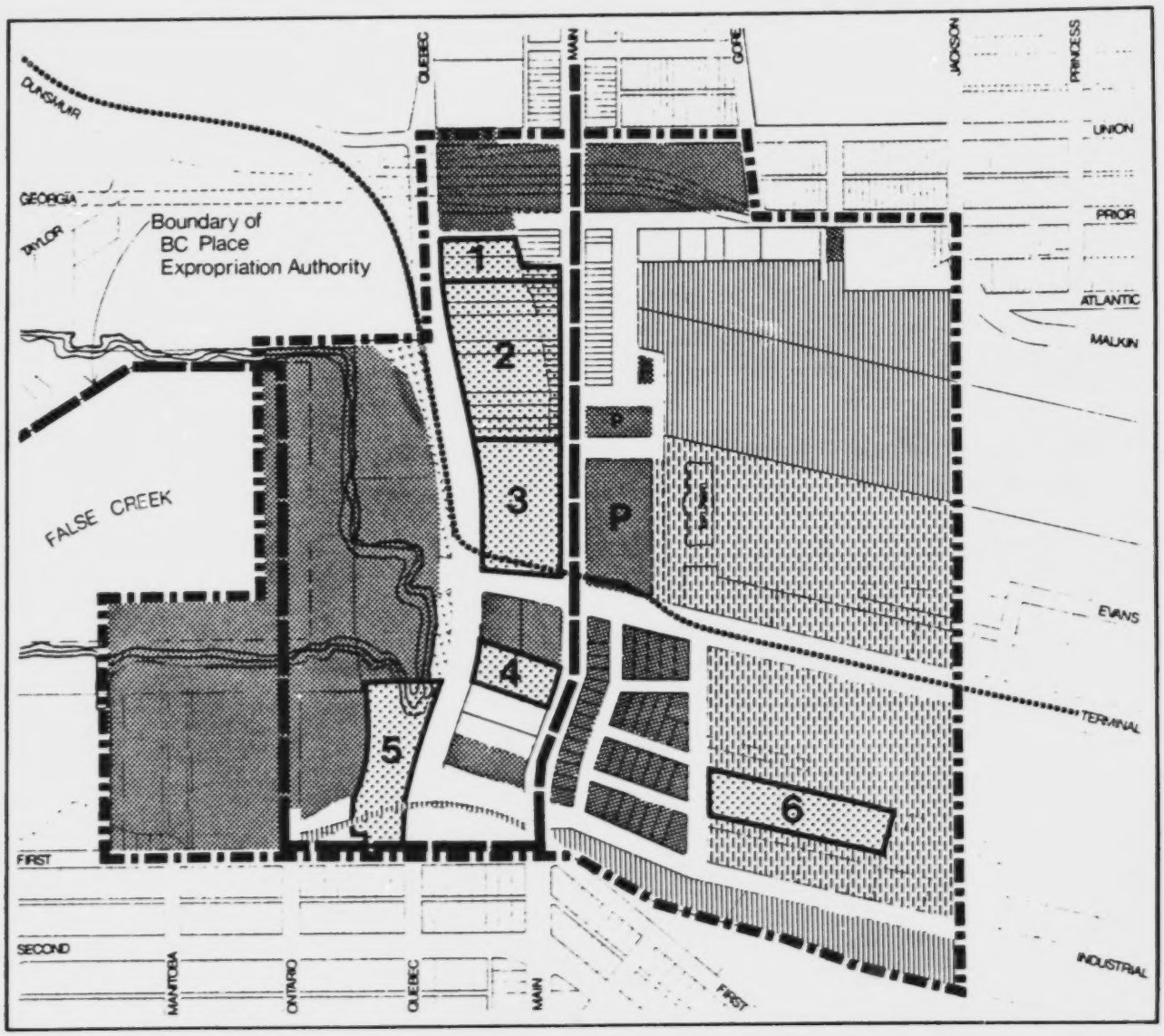
5.2 EMPLOYMENT

Within the East False Creek study area most of the employment is "blue collar" jobs related to the predominant industrial and wholesale uses. However, a fairly significant service commercial employment base exists along Main Street.

Based on surveys done for part of the area in the summer of 1981, the general employment levels for the two westernmost sub-areas are as follows:

	Sub-Area	Industrial Wholesale Uses	Commercial Uses	Total Employment
(i)	False Creek Waterfront	125	-	125
(ii)	Main/Quebec Corridor	425	200	625
	Totals	550	200	750

Including the easternmost sub-area - the Terminal/Station Sector - which is entirely industrial or wholesale uses, it would seem as if the total employment within the study area is probably about 1,200 employees. Resulting from the current economic recession, present figures may be somewhat lower than those of last year. Present employment data for the entire study area requires further research.



EAST FALSE CREEK AREA

OWNERSHIP

MAY 1982

metres

0 50 100 200

CITY

CITY PARK P

BC HYDRO

CN RAIL

BN RAIL

GREYHOUND 1

LAFARGE 2

OLMA 3

McDONALDS 4

ALCO 5

A 1 STEEL 6

MAP NO. 8

6.0 LAND OWNERSHIP AND LEASE PATTERNS IN THE STUDY AREA

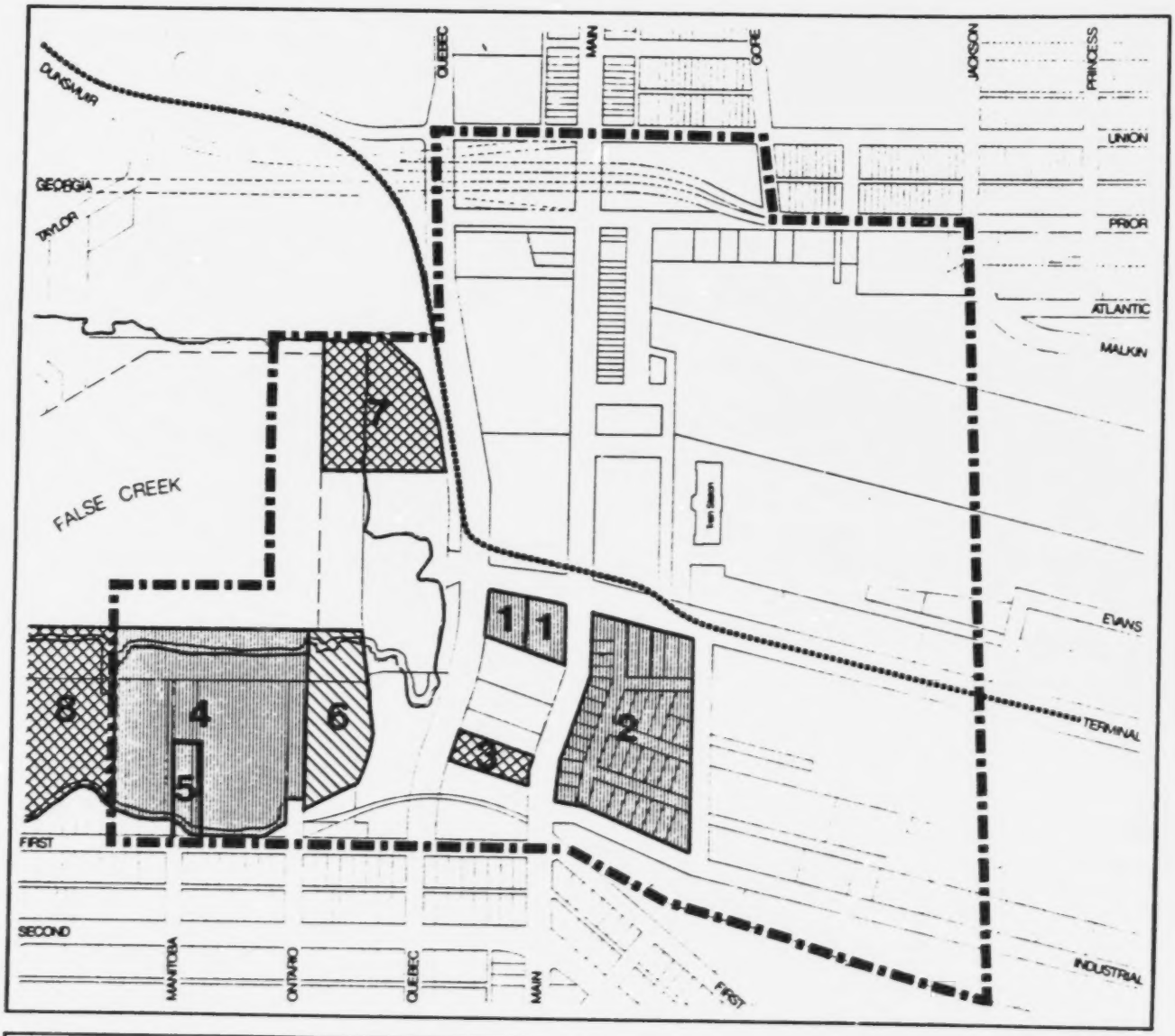
6.1 OWNERSHIP PATTERNS

The legal subdivision pattern in the study area includes a mix of large parcels and small parcels. Most of the smaller parcels are held under separate ownerships but several of the larger parcels are held under single ownerships.

From a subdivision point of view the properties between Main Street and the Quebec Connector, from First Avenue to Prior Street, have extraordinarily deep side flankages in excess of 300 feet in most cases. There is also only one East-West access street within this entire section (Terminal Avenue), so that existing street access to most of these properties is limited from Main or Quebec, both of which are heavy through-traffic streets.

According to ownership patterns as of January, 1982 the City of Vancouver and CN Rail are the major land owners in the study area. Other holders of large parcels include: BN Rail, B.C. Hydro, Greyhound Bus Lines, Lafarge Cement, Olma Bros. Realty (1973) Ltd., McDonald's Restaurants, Alco Investments and A-1 Steel (see Map 6 for location).

It should be noted that part of the study area between Main Street and Ontario Street (see Map 8) lies within the boundaries of the B.C. Place Expropriation Act. Use of this special authority requires the approval of the Lieutenant - Governor - In Council and is unlikely to be used in this particular area.



EAST FALSE CREEK AREA LEASES

MAY 1982

metres

0 50 100 200

(1 10 YEARS) SHORT

(10 20 YEARS) MEDIUM

(MORE THAN 20 YEARS) LONG

MAP NO.9

6.2 LAND LEASES

Several of the land users in the study area occupy City owned sites on a leasehold basis. The major parcels currently being leased are identified on Map 9. The following descriptions are keyed to the reference numbers shown on the map.

1. The leases on these parcels expire in 1984 and 1985. The sites are currently occupied by an Esso service station and Drake Towing Ltd. and are directly south of the ALRT station planned for the area. (If ALRT construction proceeds as scheduled, these leases will expire approximately one year before the ALRT system is operational.)

2. The leases on these parcels expire in 1988. The parcels fronting Main Street are currently occupied by: a Gulf Service Station, the Dutch Pannekoek restaurant, Cowboys Cabaret, the Amre Supply Co., the Intercontinental Honda Body Shop and Grason's Tire.

   The parcels fronting Western Street and Station Street are occupied by one large user, Service Packing Co. Ltd. (a food packager and distributor) and several smaller users including: Main Mini Storage, Spearhead Industrial and Janitorial Supplies, Fontile Ltd. (ceramic tile importers and retailers), The Welding Shop, Kennedy Carpets Ltd., and Dan-Can Manufacturing Co. Ltd. (metal fabricators).

3. This parcel is leased by Fletcher Lumber and is currently being used for retail lumber and building products sales. The lease expires in 1987, but Fletcher has an option to extend the lease another 20 years to 2007.

VIEW LOOKING WEST
OF LAND LEASED BY
SAUDER INDUSTRIES
FOR LUMBER STORAGE

VIEW LOOKING SOUTH
OF LAND LEASED BY W3
HOLDINGS FOR SCRAP
METAL STORAGE

4. This site is leased to Sauder Industries. The lease expires in 1988. Sauder uses the site for its wood molding manufacturing operation and its main distribution operation (Sauder has other wood product manufacturing operations in Richmond and Burnaby). Sauder has submitted an application for an extension of this lease, but has indicated that it may not require all of the site for its own use.

5. This site is leased to Domtar Ltd. and is currently being used by Vancouver Salt Co. for warehousing storage purposes. The lease expires in 1988. Domtar has recently indicated a desire to relocate and terminate the lease before its expiry date.

6. The lease on this site expires in 1995 and it is currently occupied by W3 Holdings. The site is used for surface storage of scrap metal as part of a recycling operation.

7. This parcel is leased by Lafarge Cement and is currently being used for barge access and gravel storage. The lease expires in 1992 but Lafarge has an option to extend the lease another 20 years to 2012.

8. This parcel is not inside the study area but it is significant because it is on the western boundary of the study area, it is leased to Canron Steel (metal fabrication) and the lease does not expire until 2006 (24 years from now). Canron Steel and the City Works Yard are the major occupants of the land fronting False Creek between the study area and the Cambie Street Bridge.

VIEW OF CONSTRUCTION BEGINNING ON ALRT GUIDEWAY AND STATION ADJACENT TO MAIN AND TERMINAL AVENUE (MAY 1982)

7.0 DEVELOPMENT ACTIVITY AND EVOLVING PLANNING POLICIES

7.1 RECENT AND PROPOSED DEVELOPMENT ACTIVITY

New development activity in and adjacent to the East False Creek study area has been limited. No major projects have recently been completed but the ALRT Station and a test section of the guideway track at Main Street and Terminal Avenue are in the early stages of construction. The ALRT line will run from Quebec Street, across the northwest corner of Main Street and Terminal Avenue, through the southern edge of Thornton Park and east along the Terminal Avenue median.

No other formal development proposals have been made for the sites in the study area. However, the City of Vancouver Planning Department has been approached informally about a possible mixed use project at the northwest corner of Main Street and Terminal Avenue. The preliminary concept includes hotel, office, retail, recreational and residential space.

Another proposed development in the study area is the construction of an inter-modal bus terminal near the CN Station. This could replace the existing terminal at Dunsmuir and Cambie Streets and could be cooperatively used by Pacific Coach Lines, Greyhound and UTA. Other options however are still being evaluated and it is very possible that a new terminal will not be constructed in the study area.

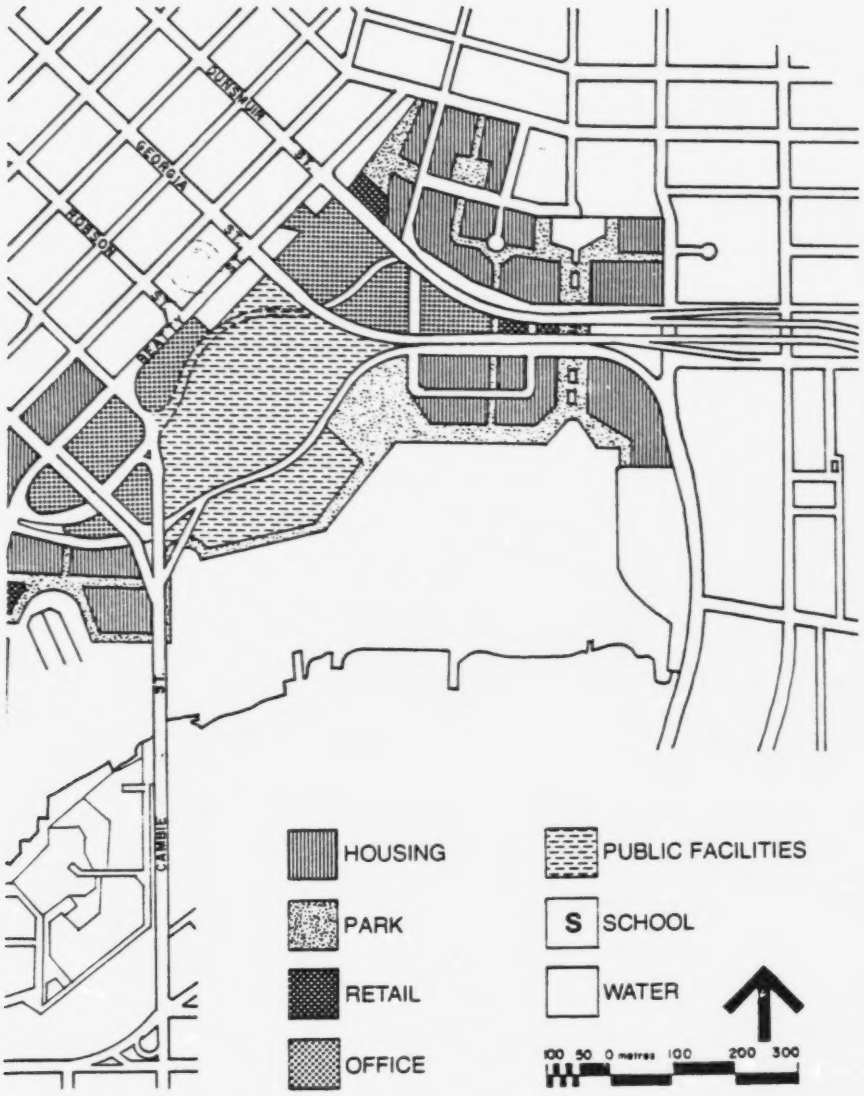
Recently, press coverage has indicated that the Provincial Government may be considering the development of a major STOL airport transportation facility in the vicinity of the study area. Its location would probably be east of Main Street, adjacent to Terminal Avenue and the existing C.N. Railway yards.

VIEW SOUTH FROM THE GEORGIA VIADUCT SHOWING QUEBEC ST. AND THE FUTURE ALRT GUIDEWAY ALIGNMENT ON THE WEST SIDE OF QUEBEC

Major proposals for development nearby to the study area include: B.C. Place and the 700 unit residential development approved for the Johnston Terminals site west of the Cambie Street Bridge.

The limited amount of recent, proposed or possible future development in East False Creek and the surrounding areas indicates that the area may be in a holding phase. Historic land uses are not being redeveloped and the expansion of existing uses is not happening. This may be caused by the uncertainty of the impacts of B.C. Place and the ALRT system.

City of Vancouver Development Concept
(East End False Creek)



7.2 EVOLVING POLICIES INFLUENCING EAST FALSE CREEK

North and East False Creek (B.C. Place Lands)

On April 6, 1982, Vancouver City Council adopted Development Objectives for the North and East False Creek area (not including the E.F.C. Study area). This included all of the lands proposed for development by the B.C. Place Crown Corporation, the major land owner. These objectives represent the City's official position for the next phase of negotiation with B.C. Place. The key proposals of concern to the East False Creek Study area are as follows:

Housing:

A major residential neighbourhood should be developed of about 3,000 units south and north of the Georgia Viaduct, east of the stadium. Average densities at the east end of the Creek could be between 120 - 150 units per net acre.

Commercial:

Total office space should not exceed 3 million square feet, with 2.5 million located in the stadium area (from Dunsmuir to Nelson). A small amount of retail could be developed in conjunction with the eastern residential neighbourhood possibly located underneath the Viaduct.

Parks:

A major neighbourhood park with False Creek waterfrontage and incorporating a public open space connection between False Creek and the Chinese Garden should be developed. A continuous waterfront walkway should be provided around the entire edge of False Creek.

Community Facilities:

Various facilities including a school, a library, fitness centre, indoor pool, small boating facility and auditorium should be provided. Some of these could be located east of the stadium area, in association with park and residential development.

False Creek Water Body:

The existing area of the water body should not be reduced, and a sense of the large expanse of water should be maintained, especially at the east end. To improve the usability of the water for secondary contact recreational uses, a program of water quality improvements through pollution abatement measures (i.e. sewer outfall relocation) should be pursued.

Urban Design:

Important public views from bridges and street ends should be protected. Visual and functional linkages to Downtown and adjacent areas should be created. Unifying elements should be emphasized to achieve an overall sense of consistency and appropriateness of urban form. Diversity of character of each neighbourhood should be emphasized.

Transportation and Parking:

Adequate streets, transit and pedestrian access should be provided with an emphasis given to the use of public transit. Provision should also be made for alternate modes e.g. bikeway routes and water taxi service.

Development Phasing:

Early development objectives are: water pollution abatement program, False Creek -Chinese Garden Park connection, East End Park, Seawall walkway, commercial development near Stadium, family residential development west of the Roundhouse, Stadium parking, and comprehensive solution to transportation facilities issue.

VIEW OF PORTION OF EXISTING B.C. HYDRO CARRALL YARDS RAIL/TRUCK INTERCHANGE LOCATED JUST NORTH OF STUDY AREA BOUNDARY, DUE TO BE RELOCATED TO MAKE SITE AVAILABLE FOR USE BY EXPO'86

False Creek Industrial Displacement (Woods Gordon Report)

Recent False Creek redevelopment projects on both the south shore land owned by the City and the north shore area owned by the Province (B.C. Place) have had, and will have, major impacts on industrial activity in the area. Virtually all industrial establishments on the north shore of False Creek will have to relocate, probably by 1984 at the latest. Early last year the Planning Department engaged a consulting firm, Woods Gordon, to conduct a small study of these impacts on industrial firms.

The consultants who studied these effects concluded that industrial relocation from the north shore of False Creek was inevitable. Most firms indicated that they had planned to relocate in any respect because of the high price of land and rents and the uncertainty of leasehold tenure, reflecting the land's potential for higher use. B.C. Place merely speeded up this process. The impact of relocation on production and employment is not anticipated to be great and in any respect is likely to be relatively short-lived. An increase in truck journeys and distances from the suburbs to the City centre will be counter-balanced by a comparable decrease in movements in the other direction.

The displacement of over 3,700 jobs, particularly blue collar jobs, out of the inner City will further diminish the City's ability to provide a wide range of employment opportunities within close proximity to inner City residences. If the City is concerned with maintaining this ability, then it will have to take a very conservative position on other proposals to further convert or utilize industrial land for non-industrial purposes.

Rail and barge service could be of vital importance to some industries in and around False Creek, many of which cannot relocate easily because of market linkages and intensive capital investment in plant at their present locations.

Certain industries such as the major cement manufacturers who depend upon their central False Creek location for convenient shipment of sand and gravel materials, may find it difficult or impossible to relocate to alternative sites having the same advantages as False Creek. Canron Steel, another major industry requiring barge access, currently enjoys a long-term lease (2006) of a major portion of the City-owned land east of Cambie Bridge on the south side of the Creek. Therefore, while most industries on the north and western portion of the Creek (not including Granville Island) will be relocated by 1985, a substantial concentration will still remain at the south-eastern end of the Creek, largely within or adjacent to the study area.

Coreplan

The draft COREPLAN policy document is still being revised, with probable completion in July, 1982. It constitutes not only proposals to renew present central area plans, but is also the seed of a new City-wide plan. Its policies are based on goals derived partly from the Goals for Vancouver program completed in 1980. The remarkable rate of change recently experienced in the core is seen as affecting the ability of the City to achieve these major goals. To respond to the problem and further the goals, the plan proposes a strategy for influencing core change. The strategy is composed of six elements:

(i) Manage employment growth
(ii) Increase housing supply
(iii) Maintain accessibility
(iv) Preserve amenity
(v) Provide services efficiently
(vi) Consult on change

Of the above proposed policy elements, the management of employment growth is the most important in terms of its potential impact on the East False Creek study area. This proposed policy supports a limitation on further expansion of commercial office potential in the core area of the City. To achieve this, actions are recommended both to limit further extension of the commercial zoning districts, and also to not permit general office uses in core industrial areas. To encourage the self-regulation of office growth, it is proposed that developers would be required to compensate the City for the public and social costs accompanying such growth. Linked with the office growth restriction policy is the general policy of increasing housing supply particularly within the core area. New housing development would be encouraged in appropriate "non-residential" areas such as under-utilized and surplus commercial or industrial areas where residential or mixed use development can be substituted for present uses.

In order to maintain and improve accessibility to the core, it is proposed to support intensifying land use activity at transit stops and other locations most accessible to transit. This would inevitably involve very significant changes to the neighbourhoods surrounding the ALRT system transit stations.

An Economic Strategy for Vancouver in the 1980's

The Vancouver Economic Advisory Commission has recommended to Council in a report published in May, 1982 a set of strategic actions related to enhancing the Vancouver economy over the next decade. Those proposals which may have some significance for the East End of False Creek are:

- encourage the development of a multi-nucleated central business district including support for a major new office node in B.C. Place;

- explore the possibility of encouraging significant office development at ALRT stations;

- protect the functional integrity of those industrial areas that possess favourable prospects for long term viability, by restricting non-industrial uses;

- encourage the development of new industrial facilities in industrial districts within, or adjacent to, the City's core by 'bonussing' such new developments: this could involve permitting the incorporation of other uses (offices, residences, retail facilities) in the project;

- promote new industrial estates at Angus Drive and 75th Avenue and in the Main Street - Terminal Avenue - Clark Drive area;

- construct new industrial buildings on City-owned lands, or on a joint venture basis, to not only provide land for industry but also provide space for industry;

- promote the creation of mini-parks, plazas, squares, and recreational facilities in the core area of Vancouver, and development of major park and recreational facilities in close proximity to the City;

- initiate, in conjunction with the Parks Board, a programme to increase park and other open spaces in those areas of the City that are currently deficient in such facilities;

- continue to encourage the provision of parks and open space in conjunction with large scale development projects;

- consider innovative and flexible approaches to land use with regard to increasing the City's capacity for housing (such as 'bonussing', selective densification of some existing residential districts, etc.)

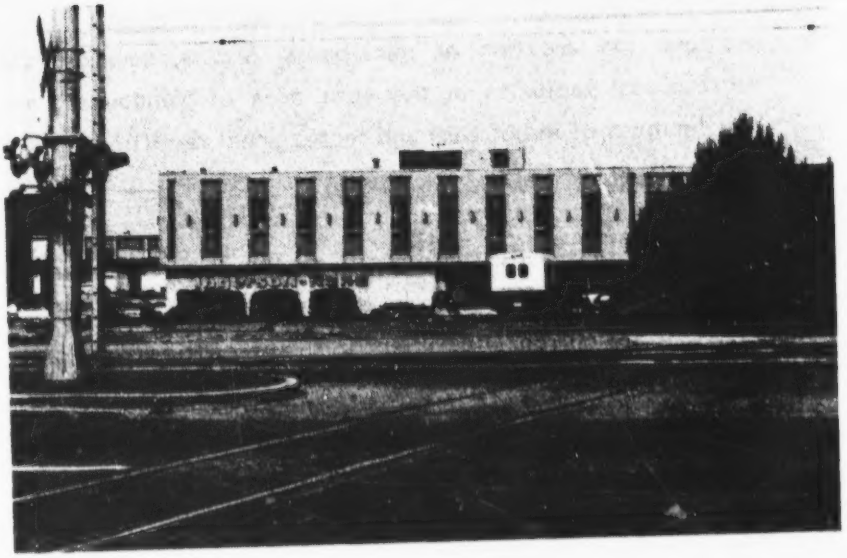
- endeavour to forestall increased congestion, and to maximize pedestrian and transit access, in the City's core by co-ordinating land use and urban development planning with transportation facilities planning;

- encourage the inclusion of residential components in office-commercial developments;

- develop a zoning programme, for certain core industrial areas, that would allow housing to be developed in association with industrial projects;

- maximize residential development near ALRT stations to encourage transit use and minimize need for automobiles.

EXAMPLE OF GOOD QUALITY EXISTING LIGHT INDUSTRIAL DEVELOPMENT ON WEST SIDE OF MAIN ST., NORTH OF FIRST AVENUE



EXAMPLE OF POOR QUALITY EXISTING INDUSTRIAL STORAGE LOT ON EAST SIDE OF MAIN, SOUTH OF PRIOR ST.

Industry In Vancouver

The Planning Department has been preparing a set of new industrial zoning by-laws. However, the pertinent Draft report Industry In Vancouver - Strategy and Zoning has not yet been presented to Council. The proposed objectives relate to some of the issues concerning the East End of False Creek and are as follows:

PROPOSED OBJECTIVES

Quantity:

- retain existing industrial areas for industrial use unless it can be demonstrated:

    1) that the land is already in primarily non-industrial use and, if redesignated for that other use, would not prejudice the continued operation of industry in adjacent industrial areas;

    2) that the land has only marginal short and long term utility to industry;

    3) that other urban uses require the land because of significant locational or site features that are not available or in short supply elsewhere in the Region.

- maximize industrial utilization of the City's designated industrial areas.

- explore the possibilities for creating new industrial land or introducing industrial uses into presently vacant or non-

industrial uses into presently vacant or non-industrial areas that have favourable locational or site characteristics to industry.

Type

- have industries which utilize land at more intensive densities.
- have industry with high industrial employment requirements.
- have industry which maximizes use of existing City services.
- have industries which draw heavily upon the City's labour pool and other goods and services offered in the City.
- have environmentally responsible and aesthetically acceptable industrial uses and development.
- support existing City industries that may not satisfy all the objectives well (because of their proven economic viability, their contribution to the City's tax and employment base, their substantial capital investment and their established linkages with other business and labour).
- accommodate other types of industry servicing localized commercial, industrial, institutional and residential communities where a City location would help reduce the movement of trucks throughout the City.
- accommodate other types of industry which cannot function viably elsewhere in the region but serve the broader objectives of reducing the regional or national dependence on imported goods and increasing the export of secondary and finished products.

Location

- o favour industrial development in:

    1) areas near industrial markets or supply centres (thereby minimizing goods movement time and distances within the City).

    2) areas near blue-collar neighbourhoods (thereby reducing the journey-to-work time and distance).

    3) area near major highways, rail and water routes (thereby reducing goods movement along secondary roads and increasing goods movement options for industries).

    4) existing areas where industrial land use prevails (thereby taking advantage of existing services and infrastructure and fostering new linkages).

    5) areas deemed inappropriate for residential or institutional use (thereby minimizing conflict with these uses and capitalizing on the lower land values which might be available to industry).

- o accommodate industry in a manner that minimizes conflict with other urban uses.

Summary

The above extracted policies and actions would seem to indicate both opportunities and potential land-use conflicts within the study area, particularly if mixed development is to take place on some of the present industrially-zoned land. Clearly there will be certain trade-offs that the City will have to consider in arriving at a comprehensive development plan for the area.

LONG DISTANCE VIEW OF EAST FALSE CREEK LOOKING NORTH FROM TOP OF MAIN STREET HILL AT 7TH AVENUE

VIEW OF REMAINING EAST FALSE CREEK WATER AREA NEXT TO QUEBEC STREET WITH OLD RAILWAY PIERS VISIBLE AT RIGHT

8.0 URBAN DESIGN CHARACTERISTICS OF THE STUDY AREA

8.1 CONTEXT

The east False Creek area is part of the overall False Creek basin. The east end of the Creek is partially enclosed on the north by the sloping topography of Strathcona and on the south by the Mount Pleasant slopes. The physical context of the east end is quite different from the north side of the Creek west of the viaducts. The north side is strongly contained between the imposing backdrop of the Downtown Peninsula and the water edge of False Creek. The east end, however, is more of a formless transition zone between adjacent areas which are relatively better defined by land uses rather than topography.

Historically the area was the linkage between the original City centre at Main and Hastings Streets, and the more affluent residential district of Mount Pleasant, south of False Creek. Westminster Avenue (Main Street) was extended across the eastern False Creek water area in the late 1880's. A railway link to New Westminster, vestiges of which still remain as concrete piers in False Creek, was also established about this time. Gradually, the entire water area east of Main was filled in as part of the extensive CN and BN railway yard development in the early 1900's. With the development of the Canadian National and Burlington National Railway stations just before World War I in 1912, the area became a transportation terminal focus for the City. Thornton Park and the surrounding streets were laid out in a formal manner to emphasize the importance of the area as a railway terminus in competition with the C.P.R. station on the Burrard Inlet waterfront.

This "grandness" of place still is an important central focus for the area, which could be exploited further.

TERMINAL AVENUE:
VIEW LOOKING WEST
FROM EASTERN
BOUNDARY OF STUDY
AREA

QUEBEC STREET:
VIEW LOOKING SOUTH
FROM GEORGIA VIADUCT

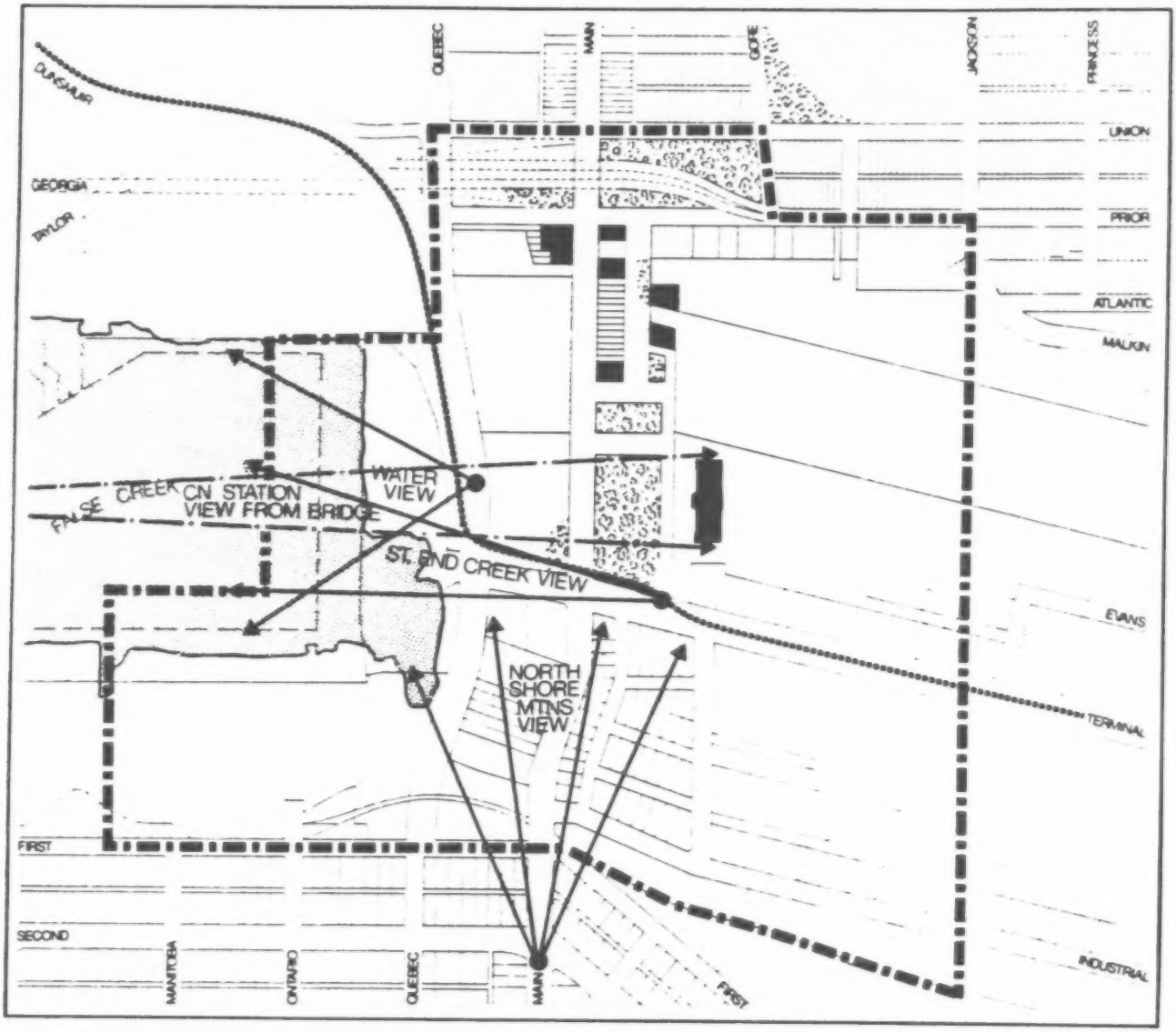
MAIN STREET:
VIEW LOOKING SOUTH
FROM STATION STREET

8.2 STREET PATTERN

As indicated on Map 3, several major very wide arterial streets dominate the area and separate various development precincts. Both Terminal and Quebec have centre medians, with the overall roadway width about 120 feet. Major roads generally are aligned on a North-South, East-West axis, except for Terminal which is slightly angled and parallels the railway yard subdivision pattern. This creates a slightly askew intersection pattern at Main and Terminal. South of Terminal, Main Street has a noticeable off-set "kink" in its alignment. This feature affects public views and the visual approach from the south to the important node of the Main and Terminal intersection.

The street orientation and pattern adjacent to Thornton Park is unusual. The short one-block long segments of Station Street and National Avenue just north of the main portion of Thornton Park seem to suggest the beginnings or end of a "grand boulevard". At one time, the Burlington Northern Station was located just to the north of the present C.N. Station. When both stations were in existence, the National/Station Street couplet created a strong sense of formal entrance to these imposing public transportation terminals. The long block of Station Street south of Prior , parallel to Main Street, is separated from Main by a relatively short subdivision depth of 100 feet. Both Main Street and Station Street (north of the park) are 100 feet wide.

South of Terminal, east of Main, there exists a network of relatively narrow streets (Western, Northern, Central and Southern Avenues) providing access to these City-owned industrial properties. Because of the relatively short (average 90 feet) depth of the properties fronting on Main Street, their possible future development potential is severely limited by the existing street pattern behind. The possibility of future street closures in this area to consolidate property requires further investigation.



EAST FALSE CREEK AREA

PUBLIC AMENITY

MAY 1982

metres

0 50 100 200

VIEWS

PARK OR SIGNIFICANT LANDSCAPING

WATERFRONT

HERITAGE/LANDMARK

MAP NO.10

8.3 PUBLIC SPACES

Thornton Park provides a major central public space and visual focus for the area. Its openness and assortment of magnificent mature trees (70 years old) and landscaping represents a valuable public asset unique in the City and one that should not be compromised. The decision to place the ALRT guideway within a portion of the park will affect its present visibility and appearance from Main Street. Every effort should be made to successfully integrate the guideway with the existing park character. Thornton Park has two other smaller portions just north of the main park, which are separated and surrounded by dedicated streets. These have the appearance of small public "squares" dominated by their large trees.

The formal geometric layout of Thornton Park in front of the neoclassical design of the C.N. Station building, creates a special sense of place and "urbanness" to the area.

On the northwest corner of Main and Terminal, adjacent to the proposed Main Street ALRT station, there is presently an open area of grass and mature trees. This was formerly a landscaped park area, part of the Terminal Avenue access road from Main Street, before the extension of Terminal was made to Quebec. These existing trees and open space contribute positively to the appearance of the area.

VIEW NORTH FROM
6TH AVENUE AND
MAIN STREET

FALSE CREEK WATERFRONT PANORAMIC VIEW LOOKING NORTHWEST FROM
FOOT OF TERMINAL AVENUE

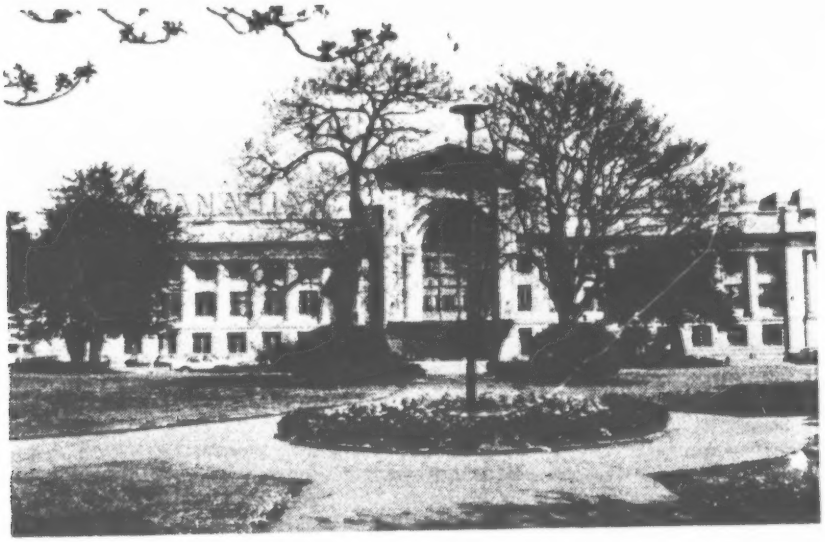
8.4 PUBLIC VIEWS

Good public views north towards the north shore mountains are visable from the southern approach route to the area down Main Street. This results from the steeply sloping topography to the south, and the generous street width. At the bottom of the Main Street hill, north of Industrial Avenue, the street alignment swings noticeably to the east. This causes lower level views northwards from Main Street to be somewhat obscured in the one block area north of Industrial Avenue.

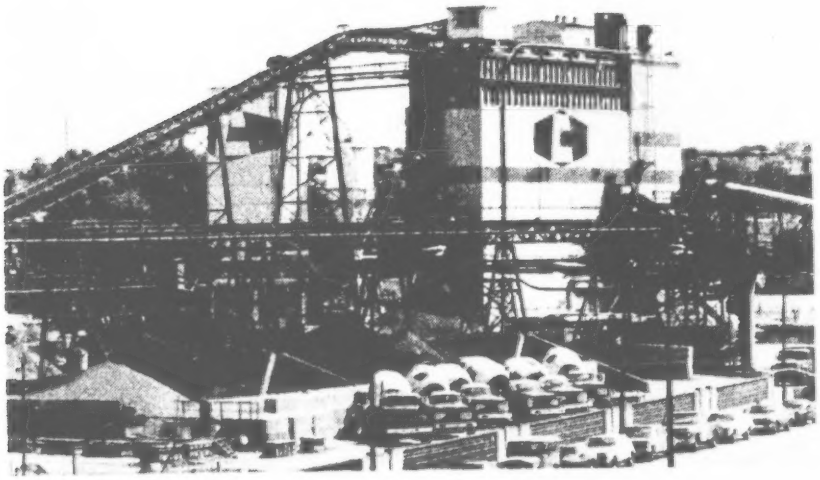
Waterfront panoramic views exist along Quebec Street, looking west towards the Stadium and future B.C. Place development. Street end views westwards down Terminal Avenue to the False Creek waterfront also exist and will become more important with the construction of the elevated ALRT guideway along this route. This will become a major approach route to False Creek and important public events associated with B.C. Place and the stadium.

Views of the C.N. Station and Thornton Park exist now from vantage points to the west, notably the Cambie Street Bridge. These views may be affected in future by proposed development within the Main/Quebec Corridor, and on the City-owned waterfront land at the east end of the Creek.

VIEW OF OLDER BUILDINGS ON WEST SIDE OF 900 BLOCK MAIN STREET WITH THORNTON PARK IN BACKGROUND



VIEW OF WEST SIDE OF C.N. STATION LOOKING FROM THORNTON PARK



VIEW OF LAFARGE CEMENT MIXING TOWER LOOKING FROM GEORGIA VIADUCT

8.5 BUILT FORM

The area presently has an inconsistency and lack of continuity of built form, which contributes to its general lack of definition. Some features exist such as older buildings on Main Street north of Thornton Park which display good continuity and special character. South of this, however, the street edges are ill-defined, have many open parking and storage areas, and lack particular character.

The area has two principal landmark structures - one a designated heritage building (C.N. Station) and the other a gigantic rectangular tower structure (Lafarge Cement). The latter object is the dominant visual feature of the area when approaching from the south down Main Street.

The proposed ALRT elevated guideway and station will contribute a significant built form to the area, which will affect public views and amenity features. The Main Street overpass and station, and the elevated section along the west side of Quebec adjacent to the waterfront require sensitive and special treatment to minimize potential visual impacts.

APPENDIX A

M-2 DISTRICT SCHEDULE

1 **Intent**

The intent of this Schedule is to permit industrial and other uses that are generally incompatible or potentially dangerous or environmentally incompatible when situated in or near residential districts but that are beneficial in that they provide industrial employment opportunities or serve a useful or necessary function in the city.

It is also the intent to permit commercial and institutional uses that do not have the above characteristics but have limited development or business opportunity in other districts.

2 **Outright Approval Uses**

2.1 Subject to all other provisions of this By-law, including the additional regulations in Section 11.3 of this By-law, and to compliance with Subsection 2.3 and the regulations of this Schedule, the uses noted in Subsection 2.2 shall be permitted in this District and shall be issued a permit.

2.2 USES

2.2.A
- Accessory Buildings and accessory uses customarily ancillary to any of the uses listed in this Section provided that:

(a) no accessory building exceeds 12 feet in height;

(b) not applicable;

(c) the total area of all accessory buildings is not greater than 10 percent of the total area of the site;

(d) the total area of all accessory uses is not greater than 33⅓ percent of the gross floor area of the principal and accessory uses combined.

- Animal Hospital.
- Antennae and Masts for the commercial transmission and reception of radio and television signals.
- Automotive Repair Shop.

2.2.B
- Batteries, manufacturing or rebuilding of.
- Boats or ships, manufacturing and repair of.
- Brooms or brushes; manufacturing of.

2.2.C
- Cold Storage Plant.
- Cosmetics and toilet preparations, manufacturing of.

2.2.E
- Electrical products; manufacturing of.

2.2.F
- Food or beverage products, manufacturing of, but not involving the use of fish, live animals, live poultry or other fowl, the canning of meat or poultry, the pickling of fruits or vegetables, the processing of fat, bones, hides, skins, offal or animal products of a like nature, or the refining of vegetable oil or fat.
- Furniture or fixtures; manufacturing or repairing of.

2.2.G
- Gasoline Service Station, subject to the provisions of Section 11.10 of this By-law.
- Gypsum products, manufacturing of.

2.2.I
- Ice, manufacturing of.

2.2.J
- Jewellery or silverware; manufacturing of.

2.2.L
- Laundering, cleaning or dyeing of textiles, knit goods, clothing or garments.
- Lithographing or printing.
- Luggage, handbags or small leather goods; manufacturing of.

2.2.M
- Machinery or equipment; manufacturing or repair of.
- Metal coating, cleaning, stamping or pressing.
- Metal products — secondary, manufacturing of.
- Motion Picture or Television Studio.
- Motor vehicles and parts, manufacturing of.
- Musical instruments, manufacturing of.

2.2.N
- Novelties, decorations or ornaments, manufacturing of.

2.2.P • Paper products — secondary; manufacturing of, but not including the manufacturing of tar paper or other asphalt siding or roofing materials.

• Parking Area, subject to the provisions of Section 12 of this By-law.

• Parking Garage, subject to the provisions of Section 12 of this By-law.

• Plastic products; manufacturing of.

• Public Utility, on a site not less than 200 feet from any R District.

• Publishing.

2.2.R • Radio Broadcasting and Receiving Station to facilitate the movement of vehicles or crafts on land, air or water.

• Recording Studio.

2.2.S • School — Trade or Vocational.

• Scientific or professional equipment; manufacturing of.

• Shoes or boots, manufacturing of.

• Signs or displays; manufacturing of.

• Sporting goods or recreational equipment; manufacturing of.

• Stamps and dies; manufacturing of.

• Stationery supplies or office supplies; manufacturing of.

• Stone products; manufacturing of.

2.2.T • Taxidermy Shop.

• Textiles, knit goods, clothing or garments, manufacturing of.

• Tires; retreading or rebuilding of.

• Tobacco products; manufacturing of.

• Tools, manufacturing of.

• Toys; manufacturing of.

• Typesetting, platemaking, engraving or trade binding — as allied to the printing industry.

2.2.W • Warehousing — general where no wholesaling or retailing is conducted, but not including warehouse or storage space used in conjunction with and situated on the same site as other principal uses in this Schedule.

• Wax products, manufacturing of, but not involving the processing of fats, bones or animal products.

• Welding.

• Wholesaling.

• Window shades and blinds; manufacturing of.

• Wood products — secondary; manufacturing of.

2.3 CONDITIONS OF USE

2.3.1 No use listed in Subsection 2.2 of this Schedule shall involve the bulk storage of vegetable oil or fat, fish oil or meal, scrap, junk, lime, fertilizer, compressed gas, explosives, matches, industrial chemicals, paints, varnishes, or petroleum, bitumen or tar products or derivatives.

2.3.2 No use listed in Subsection 2.2 of this Schedule shall involve the keeping of live animals, live poultry or other fowl except:

(a) Animal Hospital.

3 Conditional Approval Uses

3.1 Subject to all other provisions of this By-law, including the additional regulations in Section 11.3 of this By-law, and the provisions and regulations of this Schedule, the Director of Planning may approve any of the uses listed in Subsection 3.2, subject to such other conditions or additional regulations as he may decide, provided that before making a decision he:

(a) considers the intent of this Schedule and the recommendations of any advisory group, plan or guidelines approved by Council for the area; and *(See Appendix G)*

(b) notifies such adjacent property owners and residents as he deems necessary.

3.2 USES

3.2.A • Accessory Buildings and accessory uses to any of the uses

listed in this Schedule, other than as provided for in Subsection 2.2.A of this Schedule.

- Aircraft Landing Place.
- Ambulance Headquarters or Station.
- Appliance Repair Shop.
- Archery Range, Golf Driving Range or Miniature Rifle Range — in the open.
- Automobile wrecking.
- Aviary.

3.2.B
- Bakery, provided that retail sales on the premises form part of the business.
- Barber Shop or Beauty Parlour.

3.2.C
- Cement; manufacturing of.
- Chemicals or chemical products; manufacturing or mixing of, but not including the manufacturing of cosmetics or toilet preparations.
- Child Day Care Facility.
- Church.
- Clay or clay products; manufacturing of.
- Cleaning or Janitorial Service.
- Clinic or office for medical, dental or similar purposes, including associated laboratory facilities and services related to drug or alcohol detoxification or rehabilitation.
- Club or Fraternal Lodge.
- Concrete or concrete products, manufacturing or mixing of

3.2.D
- Deposition or extraction of material so as to alter the configuration of the land.
- Dwelling Unit for a caretaker or watchman or other persons similarly employed, if such dwelling unit is considered to be essential to the operation of the business or undertaking.
- Dwelling Unit, Housekeeping Unit, Sleeping Unit, Boarding House or Rooming House which existed prior to and has been used continuously as such since June 18, 1956, provided that any development permit granted shall be limited in time.

3.2.F
- Fat, bones, hides, skins, offal and animal products of a like nature, processing of.
- Financial Institution.
- Food or beverage products, manufacturing of, but involving the use of fish, live animals, live poultry or other fowl; the canning of meat or poultry; the pickling of fruits or vegetables; the processing of fats, bones, hides, skins or animal products of a like nature; or the refining of vegetable oil or fat only.
- Freight; transport or handling of.

3.2.G
- Grain Elevator.

3.2.H
- Hall.
- Health Club or Spa.

3.2.I
- Institution of a religious, philanthropic, charitable or philozoic character.

3.2.K
- Kennels or the keeping, breeding, raising, training or boarding of dogs or cats.

3.2.L
- Laboratory.
- Linoleum or oil cloth; manufacturing of.
- Live animals or live poultry or fowl; the keeping of

3.2.M
- Machinery, industrial equipment or tools, rental of, but not including the rental of business machines or computers.
- Marina, but not involving boat building, repairing (major) or overhauling.
- Metal or metal products — primary; manufacturing of.
- Motor vehicle and parts, retailing of, but not including Motor Vehicle Sales Lot.
- Motor Vehicle Sales Lot, subject also to the provisions of Sections 12.5 and 12.6 of this By-law.

3.2.N • Neighbourhood Public House.

• Non-metallic mineral products; manufacturing of, but not including the manufacturing or mixing of cement, concrete, concrete products, gypsum products, stone products, clay or clay products.

3.2.O • Office.

3.2.P • Park or Playground.

• Petroleum, bitumen or tar products or derivatives; manufacturing of.

• Photofinishing.

• Photography Studio.

• Plastics or synthetic resins; manufacturing of.

• Public Authority Building or Use.

• Public Utility, other than as provided for in Subsection 2.2.P of this Schedule.

• Pulp, paper or paper products — primary, manufacturing of.

3.2.R • Rabbits, frogs, fish or worms, raising of.

• Rags; baling of.

• Recreational Facility, but including Curling Rink, Ice Rink, Roller Rink only.

• Restaurant.

• Retailing.

• Rubber or rubber products; manufacturing or treatment of.

3.2.S • School — public or private.

• Shoe Repair Shop.

• Sign and showcard painting.

• Stadium, Race Track, Gymnasium, or similar place of assembly.

• Storage Yard, provided it is enclosed by a suitable fence which is painted and neatly maintained at all times.

3.2.T • Temporary Parking Area, subject to the provisions of Subsection 11.13 of this By-law.

• Transportation vehicles or equipment, manufacturing of, but not including the manufacturing of boats, ships or motor vehicles or parts.

• Truck Garden, Nursery, field crops, berry or bush crops, orchard, pasture land.

3.2.U • Undertaking Establishment.

3.2.V • Vegetable oil or fat; refining of.

3.2.W • Wax products, manufacturing of, but involving the processing of fats, bones or animal products only.

• Wood or wood products — primary; manufacturing of.

3.2.Z • Any other use which is not specifically listed in this or any other District Schedule of this By-law, but which the Director of Planning considers comparable in nature to the uses listed in this Schedule, having regard to the intent of this District Schedule.

• A use which is specifically listed in Section 2.2 of this Schedule but does not comply with the conditions of use in Subsections 2.3.1 or 2.3.2.

4 Regulations

All uses approved under Sections 2 and 3 of this District Schedule shall be subject to the following regulations.

4.1 SITE AREA — Not Applicable.

4.2 FRONTAGE — Not Applicable.

4.3 HEIGHT

4.3.1 The maximum height of a building shall be 100 feet.

4.3.2 The Director of Planning may permit an increase in the maximum height of a building with respect to any development.

4.4 FRONT YARD AND SETBACK

4.4.1 No front yard shall be required.

4.5 SIDE YARDS AND SETBACKS

4.5.1 No side yard shall be required, except that where a side yard is provided although not required or where the site adjoins, without the intervention of a lane, a site located in an R District, the following side yard requirements shall apply:

(a) where the adjoining site is in an RM District, a side yard with a minimum width of 5 feet shall be provided adjoining the RM District;

(b) in all other cases, a side yard with a minimum width of 3 feet shall be provided.

4.6 REAR YARD AND SETBACK

4.6.1 A rear yard with a minimum depth of 10 feet shall be provided, except that where the rear of the site abuts a lane, this required minimum depth shall be decreased by the lane width between the rear property line and the ultimate centre line of the lane.

4.6.2 The Director of Planning may waive the requirement to provide a rear yard where he is satisfied that the site is located within an area where rear access to the site and adjacent sites is not likely to be required and the site is sufficiently large to provide adequate open space.

4.7 FLOOR SPACE RATIO

4.7.1 The floor space ratio shall not exceed 5.00.

4.7.2 The following shall be included in the computation of floor space ratio:

(a) all floors of all buildings including accessory buildings, both above and below ground level, to be measured to the extreme outer limits of the building.

4.7.3 The following shall be excluded in the computation of floor space ratio:

(a) balconies, canopies, sundecks and other features which the Director of Planning considers similar; to a maximum total area of 8 percent of the permitted floor area;

(b) areas of floors used for off-street parking and loading, heating and mechanical equipment or uses which in the opinion of the Director of Planning are similar to the foregoing;

(c) amenity areas for the social and recreational enjoyment of residents and employees, or providing a service to the public including facilities for general fitness, general recreation and child day care provided that

(i) the total area being excluded shall not exceed the lesser of 20 percent of the permitted floor space or 1,000 square feet; and

(ii) in the case of a child day care centre, the Director of Planning on the advice of the Director of Social Planning is satisfied that there is a need for a day care facility in the building or in the immediate neighbourhood

4.8 SITE COVERAGE — Not Applicable

4.9 OFF-STREET PARKING AND LOADING

4.9.1 Off-street parking and loading spaces shall be provided and maintained in accordance with the provisions of Section 12 of this By-law.

4.10 HORIZONTAL ANGLE OF DAYLIGHT — Not Applicable

4.11 VERTICAL ANGLE OF DAYLIGHT

4.11.1 In the case of office buildings over 40 feet in height, no part thereof shall project above lines extending over the site at right angles from

(a) all points along the ultimate centre line of any street in front of the site and inclined at an average angle of 60 degrees to the horizontal,

(b) all points along the rear boundary line of the site or the ultimate centre line of the lane where one has been dedicated and inclined at an average angle of 60 degrees to the horizontal,

(c) all points along any interior side boundary of the site at ground level and inclined at an average angle of 70 degrees to the horizontal,

(d) in the case of a corner site all points along the ultimate centre

line of a flanking street or lane and inclined at an average angle of 60 degrees to the horizontal

4.11.2 For the purpose of this section:

(a) height shall be measured from the finished grade at all points around and adjacent to the building;

(b) only the principal building shall be considered as an obstruction.

4.11.3 Any part of a building shall be exempt from the vertical angle regulations of this Subsection if that part:

(a) has a width, measured horizontally and parallel to the street, lane or boundary from which the angle is to be calculated, of 60 feet or less; and

(b) is located at least 80 feet from any part of the same building which would be similarly exempt, measured in the same direction as specified in Clause (a) of this Subsection.

5 **Relaxation of Regulations**

5.1 The Director of Planning may relax the maximum height, floor area and site area regulations of Subsection 2.2.A for accessory buildings and accessory uses.

M-1 DISTRICT SCHEDULE

1 **Intent**

The intent of this Schedule is to permit industrial and other uses that are generally incompatible with residential land use but are beneficial in that they provide industrial employment opportunities or serve a useful or necessary function in the city. It is not the intent, however, to permit uses that are potentially dangerous or environmentally incompatible when situated near residential districts.

It is also the intent to permit commercial and institutional uses that do not have the above characteristics but have limited development or business opportunity in other districts.

2 **Outright Approval Uses**

2.1 Subject to all other provisions of this By-law, including the additional regulations in Section 11.3 of this By-law, and to compliance with Subsection 2.3 and the regulations of this Schedule, the uses noted in Subsection 2.2 shall be permitted in this District and shall be issued a permit.

2.2 USES

2.2.A • Accessory Buildings and accessory uses customarily ancillary to any of the uses listed in this Section provided that

(a) no accessory building exceeds 12 feet in height,

(b) not applicable;

(c) the total area of all accessory buildings is not greater than 10 percent of the total area of the site;

(d) the total area of all accessory uses is not greater than 33⅓ percent of the gross floor area of the principal and accessory uses combined.

• Animal Hospital.

	• Antennae and Masts for the commercial transmission and reception of radio and television signals
	• Automotive Repair Shop.
2.2.B	• Batteries, manufacturing or rebuilding of.
	• Boats — not exceeding 80 feet in length, manufacturing and repair of.
	• Brooms or brushes; manufacturing of.
2.2.C	• Cold Storage Plant.
	• Cosmetics and toilet preparations, manufacturing of.
2.2.E	• Electrical products; manufacturing of.
2.2.F	• Food or beverage products; manufacturing of, but not involving the use of fish, live animals, live poultry or other fowl, the canning of meat or poultry; the pickling of fruits or vegetables; the processing of fat, bones, hides, skins, offal or animal products of a like nature; the refining of vegetable oil or fat; or the milling of grain, rice or malt.
2.2.G	• Gasoline Service Station, subject to the provisions of Section 11.10 of this By-law.
2.2.I	• Ice, manufacturing of.
2.2.J	• Jewellery or silverware, manufacturing of
2.2.L	• Laundering, cleaning or dyeing of textiles, knit goods, clothing or garments.
	• Lithography or printing
	• Luggage, handbags or small leather goods, manufacturing of.
2.2.M	• Metal coating or cleaning
	• Motion Picture or Television Studio
	• Musical instruments, manufacturing of.
2.2.N	• Novelties, decorations or ornaments, manufacturing of.
2.2.P	• Paper products — secondary, manufacturing of, but not including the manufacturing of tar paper or other asphalt siding or roofing materials
	• Parking Area, subject to the provisions of Section 12 of this By-law.
	• Parking Garage, subject to the provisions of Section 12 of this By-law.
	• Public Utility, on a site not less than 200 feet from any R District.
	• Publishing.
2.2.R	• Radio Broadcasting and Receiving Station to facilitate the movement of vehicles or crafts on land, air or water.
	• Recording Studio.
2.2.S	• School — Business, Professional, Vocational or Trade
	• Scientific or professional equipment; manufacturing of.
	• Shoes or boots; manufacturing of.
	• Signs or displays; manufacturing of.
	• Sporting goods or recreational equipment; manufacturing of
	• Stamps and dies; manufacturing of.
	• Stationery supplies or office supplies, manufacturing of
2.2.T	• Taxidermy Shop.
	• Textiles, knit goods, clothing or garments; manufacturing of.
	• Tires; retreading or rebuilding of.
	• Tobacco products, manufacturing of.
	• Tools, manufacturing of.
	• Toys, manufacturing of.
	• Typesetting, platemaking, engraving or trade binding — as allied to the printing industry.
2.2.W	• Warehousing — general, where no wholesaling or retailing is conducted, but not including warehouse or storage space used in conjunction with and situated on the same site as other principal uses in this Schedule.

• Wax products, manufacturing of, but not involving the processing of fats, bones or animal products

• Wholesaling.

• Window shades and blinds, manufacturing of.

2.3 CONDITIONS OF USE

2.3.1 No use listed in Subsection 2.2 of this Schedule shall involve the bulk storage of vegetable oil or fat, fish, fish oil or meal, scrap, junk, furniture, lime, fertilizer, compressed gas, explosives, matches, industrial chemicals, paints, varnishes, rags, cotton waste, petroleum, bitumen or tar products or derivatives.

2.3.2 No use listed in Subsection 2.2 of this Schedule shall involve the keeping of live animals, live poultry or other fowl except

(a) Animal Hospital.

3 **Conditional Approval Uses**

3.1 Subject to all other provisions of this By-law, including the additional regulations in Section 11.3 of this By-law, and the provisions and regulations of this Schedule, the Director of Planning may approve any of the uses listed in Subsection 3.2 subject to the conditions of Subsection 3.3, and including such other conditions or additional regulations as he may decide provided that before making a decision he

(a) considers the intent of this Schedule and the recommendations of any advisory group, plan or guidelines approved by Council for the area; and *(See Appendix G)*

(b) notifies such adjacent property owners and residents as he deems necessary.

3.2 USES

3.2.A • Accessory Buildings and accessory uses to any of the uses listed in this Schedule, other than as provided for in Subsection 2.2.A of this Schedule

• Aircraft Landing Place

• Ambulance Headquarters or Station

• Appliance Repair Shop

• Archery Range, Golf Driving Range or Miniature Rifle Range – in the open.

• Auctioneering

• Aviary.

3.2.B • Bakery, provided that retail sales on the premises form part of the business.

• Barber Shop or Beauty Parlour

3.2.C • Cement, manufacturing of.

• Chemicals or chemical products, manufacturing or mixing of, but not including the manufacturing of cosmetics and toilet preparations; explosives; fertilizers, compressed gas, matches, plastics, synthetic resins, or sizes

• Child Day Care Facility

• Church.

• Clay or clay products, manufacturing of, but not including the manufacturing of brick or tile.

• Cleaning or Janitorial Service.

• Clinic or office for medical, dental or similar purposes, including associated laboratory facilities and services related to drug or alcohol detoxification or rehabilitation.

• Club or Fraternal Lodge.

• Community Centre or Neighbourhood House

• Concrete or concrete products; manufacturing or mixing of.

3.2.D • Deposition or extraction of material so as to alter the configuration of the land.

• Dwelling Unit for a caretaker or watchman or other persons similarly employed, if such dwelling unit is considered to be essential to the operation of the business or the undertaking.

• Dwelling Unit, Housekeeping Unit, Sleeping Unit, Boarding House or Rooming House which existed prior to and has been

used continuously as such since June 18, 1956, provided that any development permit granted shall be limited in time

3.2.F
- Film Exchange.
- Financial Institution
- Food or beverage products: manufacturing of, but involving the use of live poultry or other fowl; the canning of meat or poultry; the pickling of fruits or vegetables; or the milling of grain, rice or malt only.
- Freight, transport or handling of
- Furniture or fixtures: manufacturing or repairing of

3.2.G
- Gypsum products: manufacturing of.

3.2.H
- Hall.
- Health Club or Spa.

3.2.I
- Institution of a religious, philanthropic, charitable or philozoic character

3.2.K
- Kennels or the keeping, breeding, raising, training or boarding of dogs or cats

3.2.L
- Laboratory
- Laundromat or Dry Cleaning Establishment

3.2.M
- Machinery, industrial equipment or tools: rental of, but not including the rental of business machines or computers
- Machinery or equipment: manufacturing or repair of
- Marina, but not involving boat building, repairing (major) or overhauling
- Metal products—secondary: manufacturing of
- Metal stamping or pressing
- Motor vehicles and parts: manufacturing of
- Motor vehicles and parts: retailing of, but not including Motor Vehicle Sales Lot
- Motor Vehicle Sales Lot, subject also to the provisions of Sections 12.5 and 12.6 of this By-law

3.2.N
- Neighbourhood Public House

3.2.O
- Office.

3.2.P
- Park or Playground.
- Pet Shop.
- Photofinishing
- Photography Studio
- Plastic products, manufacturing of.
- Public Authority Building or Use
- Public Utility, other than as provided for in Subsection 2.2.P of this Schedule.

3.2.R
- Rabbits, frogs, fish or worms: raising of.
- Radio or Television Broadcasting and Receiving Station
- Recreational Facility, including an Amusement Arcade, Billiard or Pool Hall, Bowling Alley, Curling Rink, Ice Rink, Racket or Ball Court, Roller Rink or similar facility for public use
- Restaurant.
- Retailing

3.2.S
- School or Academy for the teaching of drama, music, art, dance, meditation, self-defence, self-improvement and similar arts.
- School—public or private
- Shoe Repair Shop.
- Sign and showcard painting.
- Stadium, Race Track, Gymnasium, or similar place of assembly.
- Steam Bath.
- Stone products, manufacturing of.
- Storage Yard, provided it is enclosed by a suitable fence which is painted and neatly maintained at all times.

- Swimming Pool—not operated by a Public Authority

3 2 T
- Temporary Parking Area, subject to the provisions of Subsection 11 13 of this By-law.
- Theatre, but not including a drive-in theatre.
- Truck Garden, Nursery, field crops, berry or bush crops, orchard, pasture land.

3 2 U
- Undertaking Establishment.

3 2 W
- Welding
- Wood products—secondary; manufacturing of

3 2 Z
- Any other use which is not specifically listed in this or any other District Schedule of this By-law but which the Director of Planning considers comparable in nature to the uses listed in this Schedule, having regard to the intent of this District Schedule.
- A use which is specifically listed in Section 2 of this Schedule but does not comply with the conditions of use in Subsections 2 3 1 or 2 3 2 provided that the use complies with the conditions of use in Subsection 3 3 1 and 3 3 2.

3 3 CONDITIONS OF USE

3 3 1 No use listed in Subsection 3 2 of this Schedule shall involve the bulk storage of vegetable oil or fat, fish oil or meal, lime, fertilizer, compressed gas, explosives, matches, or petroleum, bitumen or tar products or derivatives.

3 3 2 No use listed in Subsection 3 2 of this Schedule shall involve the keeping of live animals (excluding birds, poultry, or other fowl) except

(a) Kennels or the keeping, breeding, raising, training, or boarding of dogs or cats.

(b) Rabbits, frogs, fish or worms, raising of.

(c) Laboratory.

(d) Stadium, Race Track, Gymnasium, or similar place of assembly.

(e) Pet Shop.

4 Regulations

All uses approved under Section 2 and 3 of this District Schedule shall be subject to the following regulations:

4 1 SITE AREA — Not Applicable.

4 2 FRONTAGE — Not Applicable.

4 3 HEIGHT

4 3 1 The maximum height of a building shall be 100 feet.

4 3 2 The Director of Planning may permit an increase in the maximum height of a building with respect to any development.

4 4 FRONT YARD AND SETBACK

4 4 1 No front yard shall be required.

4 5 SIDE YARDS AND SETBACK

4 5 1 No side yard shall be required, except that where a side yard is provided although not required or where the site adjoins, without the intervention of a lane, a site located in an R District, the following side yard requirements shall apply:

(a) where the adjoining site is in an RM District, a side yard with a minimum width of 5 feet shall be provided adjoining the RM District;

(b) in all other cases, a side yard with minimum width of 3 feet shall be provided.

4 6 REAR YARD AND SETBACK

4 6 1 A rear yard with a minimum depth of 10 feet shall be provided, except that where the rear of the site abuts a lane, this required minimum depth shall be decreased by the lane width between the rear property line and the ultimate centre line of the lane.

4 6 2 The Director of Planning may waive the requirement to provide a rear yard where he is satisfied that the site is located within an area where rear access to the site and adjacent sites is not likely to be required and the site is sufficiently large to provide adequate open space.

4.7 FLOOR SPACE RATIO

4.7.1 The floor space ratio shall not exceed 5.00.

4.7.2 The following shall be included in the computation of floor space ratio:

(a) all floors of all buildings including accessory buildings, both above and below ground level, to be measured to the extreme outer limits of the building.

4.7.3 The following shall be excluded in the computation of floor space ratio:

(a) balconies, canopies, sundecks and other features which the Director of Planning considers similar; to a maximum total area of 8 percent of the permitted floor area;

(b) areas of floors used for off-street parking and loading, heating and mechanical equipment or uses which in the opinion of the Director of Planning are similar to the foregoing;

(c) amenity areas for the social and recreational enjoyment of residents and employees, or providing a service to the public, including facilities for general fitness, general recreation and child day care provided that:

(i) the total area being excluded shall not exceed the lesser of 20 percent of the permitted floor space or 1,000 square feet, and

(ii) in the case of a child day care centre, the Director of Planning on the advice of the Director of Social Planning is satisfied that there is a need for a day care facility in the building or in the immediate neighbourhood.

4.8 SITE COVERAGE — Not Applicable.

4.9 OFF-STREET PARKING AND LOADING

4.9.1 Off-street parking and loading spaces shall be provided and maintained in accordance with the provisions of Section 12 of this By-law.

4.10 HORIZONTAL ANGLE OF DAYLIGHT — Not Applicable

4.11 VERTICAL ANGLE OF DAYLIGHT

4.11.1 In the case of office buildings over 40 feet in height, no part thereof shall project above lines extending over the site at right angles from:

(a) all points along the ultimate centre line of any street in front of the site and inclined at an average angle of 60 degrees to the horizontal;

(b) all points along the rear boundary line of the site or the ultimate centre line of the lane where one has been dedicated, and inclined at an average angle of 60 degrees to the horizontal;

(c) all points along any interior side boundary of the site at ground level and inclined at an average angle of 70 degrees to the horizontal,

(d) in the case of a corner site all points along the ultimate centre line of a flanking street or lane and inclined at an average angle of 60 degrees to the horizontal.

4.11.2 For the purpose of this Section:

(a) height shall be measured from the finished grade at all points around and adjacent to the building;

(b) only the principal building shall be considered as an obstruction.

4.11.3 Any part of a building shall be exempt from the vertical angle regulations of this Subsection if that part:

(a) has a width, measured horizontally and parallel to the street, lane or boundary from which the angle is to be calculated, of 60 feet or less; and

(b) is located at least 80 feet from any part of the same building which would be similarly exempt, measured in the same direction as specified in Clause (a) of this Subsection.

5 Relaxation of Regulations

5.1 The Director of Planning may relax the maximum height, floor area and site area regulations of Subsection 2.2.A for accessory buildings and accessory uses.

RS-1 DISTRICT SCHEDULE

1 **Intent**

The intent of this Schedule is to maintain the single-family residential character of the District.

2 **Outright Approval Uses**

2.1 Subject to all other provisions of this By-law and to compliance with the regulations of this Schedule, the uses listed in Section 2.2 shall be permitted in this District and shall be issued a permit.

2.2 USES

2.2.A • Accessory Buildings and accessory uses customarily ancillary to any of the uses listed in the section provided that:

(a) no accessory building exceeds 12 feet in height;

(b) all accessory buildings are located in the rear yard and in no case are less than 5 feet from a flanking street, subject also to the provisions of Section 11.1 of this By-law;

(c) the total area of all accessory buildings is not greater than 35 percent of the minimum rear yard prescribed in this Schedule, or 520 square feet, whichever is the greater;

(d) not more than 80 percent of the width of the rear yard of any lot is occupied by accessory buildings.

2.2.D • One-family Dwelling.

3 **Conditional Approval Uses**

3.1 Subject to all other provisions of this By-law and the provisions and regulations of this Schedule, the Director of Planning may approve any of the uses listed in Section 3.2 including such conditions or additional regulations as he may decide, provided that before making a decision he:

(a) considers the intent of this Schedule and the recommendations of any advisory groups, plan or guidelines approved by Council for the area; and *(see Appendix .*

(b) notifies such adjacent property owners and residents he deems necessary.

3.2 USES

3.2.A • Accessory Buildings and accessory uses customarily ancillary to any of the uses listed in this section, subject to the same provisions of subsection 2.2.A.

• Accessory Buildings and accessory uses not in compliance with the provisions of subsection 2.2.A.

• Aircraft Landing Place.

3.2.B • Boarding House or Rooming House resulting from the conversion of a building where the conversion took place prior to June 18, 1956 and the use has been continual since that time, provided that any development permit granted shall be limited in time.

3.2.C • Child Day Care Facility.

• Church, subject to the provisions of Section 11.7 of this By-law.

• Community Centre or Neighbourhood House.

3.2.D • Deposition or extraction of material so as to alter the configuration of the land.

• Dwelling Unit or Housekeeping Unit which existed prior to and has been used continuously as such since June 18, 1956, provided that any development permit granted shall be limited in time.

3.2.G • Golf Course.

3.2.H • Hospital, but not including a conversion from an existing building, a mental hospital or an animal hospital, subject to the provisions of Section 11.9 of this By-law.

3.2.I • Institution of a religious, philanthropic or charitable character.

3.2.L • Local Area Office.

3.2.M • Marina, but not including boat building and major repairs and overhaul of boats.

3.2.P
- Park or Playground
- Parking Area ancillary to a principal use on an adjacent site
- Public Authority Building or use essential in this District
- Public Utility.

3.2.S
- School (public or private), subject to the provisions of Section 11.8 of this By-law.
- Social Service Centre operated by a non-profit society
- Special Needs Residential Facility, subject to the provisions of Section 11.9.
- Stadium or any similar place of assembly.

3.2.T
- Tourist Court, subject to the provisions of Section 11.12 of this By-law.
- Truck Garden, Nursery or Greenhouse for propagating and cultivating.

4 Regulations

All uses approved under Sections 2 and 3 of this District Schedule shall be subject to the following regulations:

4.1 SITE AREA

4.1.1 The minimum site area for a one-family dwelling shall be 4,800 square feet.

4.1.2 Where the site is less than 32 feet in width or less than 3,600 square feet in area, the design of any new dwelling shall first require the approval of the Director of Planning.

4.2 FRONTAGE — Not Applicable

4.3 HEIGHT

4.3.1 The maximum height of a building shall be the lesser of 35 feet or 2½ storeys.

4.4 FRONT YARD

4.4.1 A front yard with a minimum depth of 24 feet shall be provided

4.4.2 In the case of a site having an average depth of less than 120 feet the required front yard may be reduced in accordance with Section 11.2 of this By-law.

4.5 SIDE YARDS

4.5.1 A side yard with a minimum width of not less than 10 percent of the width of the site shall be provided on each side of the building, except that it need not be more than 5 feet in width.

4.5.2 In the case of a corner site, the exterior side yard shall be regulated by the provisions of Section 11.1 of this By-law.

4.6 REAR YARD

4.6.1 A rear yard with a minimum depth of 35 feet shall be provided, except that where the rear of the site abuts a lane, this required minimum depth shall be decreased by the lane width between the rear property line and the ultimate centre line of the lane.

4.6.2 In the case of a site having an average depth of less than 120 feet, the required rear yard may be reduced in accordance with Section 11.2 of this By-law.

4.6.3 Where a building line has been established pursuant to the provisions of Section 14.2, such building line shall be deemed to be the southerly boundary of any required rear yard on a riparian site, notwithstanding any dimension contained herein.

4.7 FLOOR SPACE RATIO

4.7.1 The floor space ratio shall not exceed 0.60.

4.7.2 The following shall be included in the computation of floor space ratio:

(a) all floors having a minimum ceiling height of 4 feet, including earthen floor, both above and below ground level, to be measured to the extreme outer limits of the building;

(b) stairways, fire escapes, elevator shafts and other features which the Director of Planning considers similar, to be measured by their gross cross-sectional areas and included in the measurements for each floor at which they are located

4.7.3 The following shall be excluded in the computation of floor space ratio:

(a) balconies, canopies, sundecks and other features which the Director of Planning considers similar, permitted to a maximum total area of 8 percent of the floor area.

(b) patios and roof gardens, provided that the Director of Planning first approves the design of sunroofs and walls.

(c) parking areas, the floors of which are at or below the highest point of the finished grade around the building.

(d) child day care facilities to a maximum floor area of 10 percent of the permitted floor area, provided the Director of Planning, on the advice of the Director of Social Planning, is satisfied that there is a need for a day care facility in the immediate neighbourhood.

(e) areas of undeveloped floors located above the highest storey or half-storey, or adjacent to a half-storey with a ceiling height of less than 4 feet, and to which there is no permanent means of access other than a hatch.

4.8 SITE COVERAGE

4.8.1 The maximum site coverage for buildings shall be 45 percent of the site area.

4.8.2 For the purpose of this section, site coverage for buildings shall be based on the projected area of the outside of the outermost walls of all buildings and includes carports, but excludes steps, eaves, cantilevered balconies and sundecks.

4.8.3 Except where the principal use of the site is a parking area, the maximum site coverage for any portion of the site used as parking area shall be 30 percent.

4.9 OFF-STREET PARKING AND LOADING SPACES

4.9.1 Off-street parking and loading spaces shall be provided and maintained in accordance with the provisions of Section 12 of this By-law.

5 Relaxation of Regulations

5.1 The Director of Planning may relax the minimum site area requirements of Section 4.1 with respect to any of the following developments on an existing lot of lesser site area on record in the Land Title Office for Vancouver:

(a) one-family dwelling.

APPENDIX B

ZONING SUMMARY

KEY

OUTRIGHT USES ●

CONDITIONAL USES ○

These uses are most commonly encountered. Many others may be found in the zoning by-law under the respective district schedule.

		RS-1	M-1	M-1A	M-2	HA-1	HA-2	C-3A	DTES	FCCDD	WED	DD		
		ONE-FAMILY DWELLING	INDUSTRIAL: LIGHT	INDUSTRIAL: LIGHT RESIDENTIAL COMMUNITY	INDUSTRIAL: HEAVY	HISTORICAL AREAS: CHINATOWN	HISTORICAL AREAS: GASTOWN	CENTRAL BROADWAY	DOWNTOWN EAST SIDE	FALSE CREEK	WEST END	DOWNTOWN		
RESIDENTIAL	1 Apartment Building							○	○	○	○	○		
	2 Basement Dwelling units in apartment buildings							○	○	○	○	○		
	3 Basement dwelling units					○	○	○	○		○	○		
	4 Boarding or Rooming House					○	○	○	○		○	○		
	5 Conversion into a Boarding or Rooming House		○			○	○	○	○	○	○	○		
	6 Child Day Care Facility	○	○	○	○	○		●		○		○		
	7 Club or Lodge (fraternal)		○	○	○	○				○		○		
	8 Community Center or Neighbourhood House	○	○	○		○		●	○	○	○	○		
	9 Dwelling Units in conjunction with and in addition to commercial uses		○ CARETAKER ONLY	○ CARETAKER ONLY	○ CARETAKER ONLY	○	○	○	○	○	○	○		
	10 Multiple Conversion Dwelling							○	○		○			
	11 One-Family Dwelling	●						○	○		○			
	12 Two-Family Dwelling — semi-detached							○	○		○			
	12 Two-Family Dwelling — duplex							○	○	○	○	○		
	13 Park or Playground	○	○	○	○	○	○	○	○		○	○		
	14 Public Authority Building	○	○	○	○	○	○	○	○		○	○		
	15 Residential Hotel											○		
	16 Tourist Court	○								○	○	○		
	17 Townhouses													
	18 Trailer Court													
COMMERCIAL	1 Appliance Repair Shop		○	○	○			●		○		○		
	2 Automotive Repair Shop		●	○	●			○	○	○	○	○		
	3 Gasoline Service Station		●	○	●	○	○	○	○		○	○		
	4 Hotel or Motel							○		○		○		
	5 Motion Picture and Television Studio		●	○	●			○						
	6 Motor Vehicle Sales Lot		○	○	○			○			○	○		
	7 Neighbourhood Public House		○	○	○	○	○	○			○	○		
	8 Office		○	○	○	○	○	●	○	○		○		
	9 Parking Area and/or Parking Garage	○	●	○	●	○	○	○		○	○	○		
	10 Temporary Parking Area		○	○	○	○	○	○		○		○		
	11 Pet Shop		○	○				●		○		○		
	12 Recreational Facility		○	○	○			○	○	○	○	○		
	13 Restaurant, excl. a Drive-in		○	○	○	●	●	●	○	○		○		
	14 Restaurant, Drive-in		○	○	○	○	○	○				○		
	15 Retail store, business or undertaking		○	○	○	●	●	●	○	○	○	○		
	16 Theater, excl. a Drive-in		○	○		○	○	●	○	○	○	○		
INDUSTRIAL	1 Lithography or Print Shop		●	○	●	○	○	○		○		○		
	2 Public Utility	○	●	○	●			○	○	○	○	○		
	3 Publishing Plant		●	○	●			○	○	○		○		
	4 Sign Manufacturing		●	○	●									
	5 Storage Yard		○	○	○			○	○	○		○		
	6 Warehousing — general		●	○	●			○	○	○				
	7 Wholesale business		●	○	●	○	○	○	○					
MISCELLANEOUS	1 Animal Hospital		●	○	●			○		○		○		
	2 Church	○	○		○	○	○	○	○	○	○	○		
	3 Community Residential Facility	○												
	4 Greenhouses	○	○	○	○			●		○		○		
	5 Hall		○	○	○			○		○	○	○		
	6 Hospital or Personal Care Home	○									○	○		
	7 Infill Development							●	○	○	○	○		
	8 Institution of a religious, philanthropic or charitable character	○	○	○	○	○	○			○	○	○		
	9 Local Area Office	○						●		○	○	○		
	10 School — (Business and Commercial)		●	○	●	○	○	○		○	○	○		
	11 School — (Public or Private)	○	○	○	○	○	○	○	○	○	○	○		
	12 Social Service Center	○												
	13 Stable, Barn, for the keeping, breeding, raising, training or boarding of horses							○		○		○		
	14 Stadium or similar place of assembly	○	○	○	○									

POOR

QUALITY

ORIGINAL